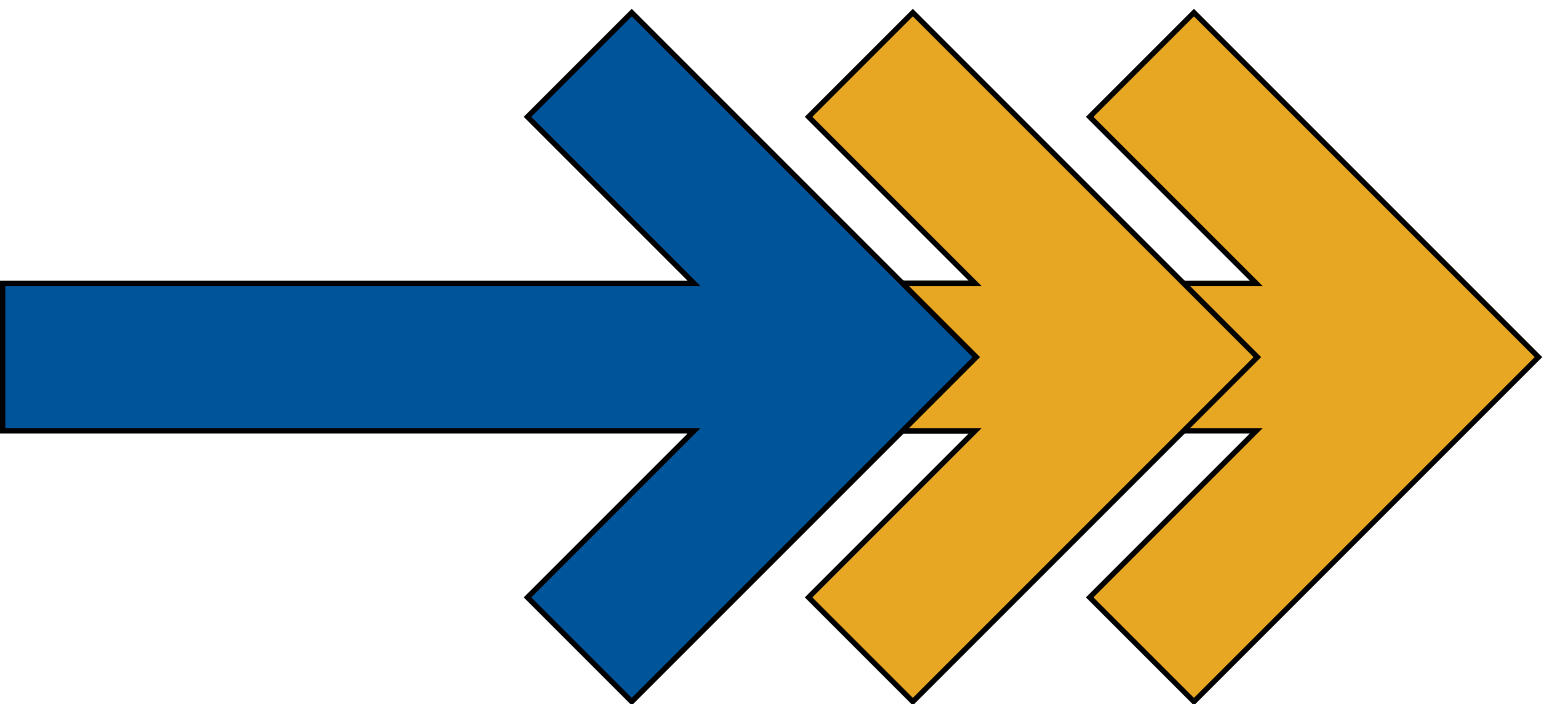


COUNTY OF SIMCOE

TRANSPORTATION MASTER PLAN

Engagement Summary



February 2023
Draft Report

Table of Contents

1	Introduction	1
1.1	Study Context.....	1
1.2	Report Purpose and Outline	3
1.3	Engagement Objectives.....	3
2	Engagement Groups	6
2.1	Indigenous Communities.....	6
2.2	Stakeholder Advisory Committees	7
2.3	Members of the Public	10
3	Round 1 Engagement	11
3.1	Overview of Engagement Activities.....	11
3.2	Overall Engagement Objectives.....	11
3.3	Municipal Advisory Committee Meeting 1.....	11
3.4	Technical Advisory Committee Meeting 1.....	13
3.5	Public Information Centre 1.....	16
3.6	Summary of Phase I Engagement Findings.....	28
4	Round 2 Engagement	30
4.1	Overview of Engagement Activities.....	30
4.2	Overall Engagement Objectives.....	30
4.3	Municipal Advisory Committee Meeting 2	30
4.4	Technical Advisory Committee Meeting 2.....	33

4.5	Public Information Centre 2.....	36
4.6	Summary of Phases II and III Engagement Findings.....	44

List of Appendices

Appendix A: Notices

Appendix B: Advertisements

Appendix C: PIC Display Boards

Appendix D: Stakeholder Meeting Materials

Appendix E: Stakeholder Inputs

Appendix F: Public Inputs

Appendix G: Round 2 Public Opinion Survey Summary

1 Introduction

The County of Simcoe is in the process of updating its Transportation Master Plan (hereafter: TMP Update), a strategic and long-term plan that guides the expansion and management of transportation infrastructure and services and supports the County’s vision for a multi-modal transportation network. The TMP Update will provide strategies and policies that align with the County’s vision for future growth and transportation.

This report summarizes the first and second rounds of public and stakeholder engagement—corresponding to Phases I through III of the study—conducted to solicit input and inform the development of the TMP Update.

Note that public opinion survey findings from the first round of engagement are summarized in detail in a separate companion report *Public Opinion Survey Summary*.

1.1 Study Context

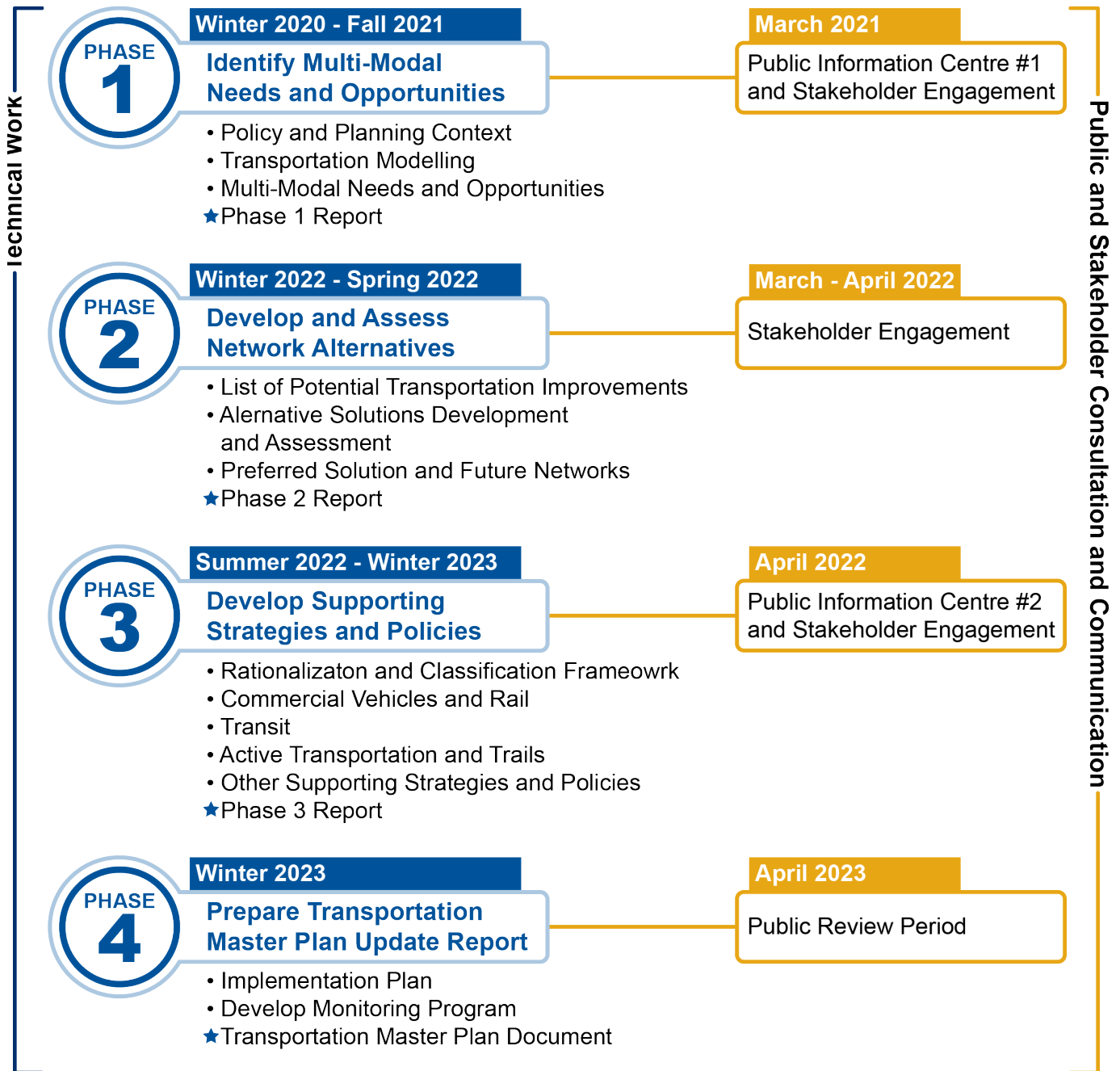
The County of Simcoe TMP Update commenced in November 2020 and is expected to be completed in late 2022. The study involves four technical work phases, each with tailored communication and engagement activities as part of the fifth phase:

- Phase I: Multi-Modal Needs and Opportunities
- Phase II: Network Alternatives
- Phase III: Strategies and Policies to Support the Recommended Network
- Phase IV: TMP Update Report

Public and stakeholder consultation and communication activities are also conducted throughout the preceding phases.

Exhibit 1.1 summarizes the study process and consultation involved in each phase.

Exhibit 1.1: Study Process



1.2 Report Purpose and Outline

This *Engagement Summary* serves as a record and summary of the consultation undertaken during Phases I through III of the TMP Update study.

After this introductory section, which also provides an overview of engagement objectives, this report is structured as follows:

- Section 2 describes the approach to engaging different groups during this study;
- Section 3 provides an overview of Round 1 of engagement, which includes the following activities – Municipal Advisory Committee Meeting 1, Technical Advisory Committee Meeting 1 and Public Information Centre 1 (including the public opinion survey and online interactive map); and
- Section 4 provides an overview of Round 2 of engagement, which includes the following activities – Municipal Advisory Committee Meeting 2, Technical Advisory Committee Meeting 2 and other technical focus meetings, and Public Information Centre 2 (including the public opinion survey).

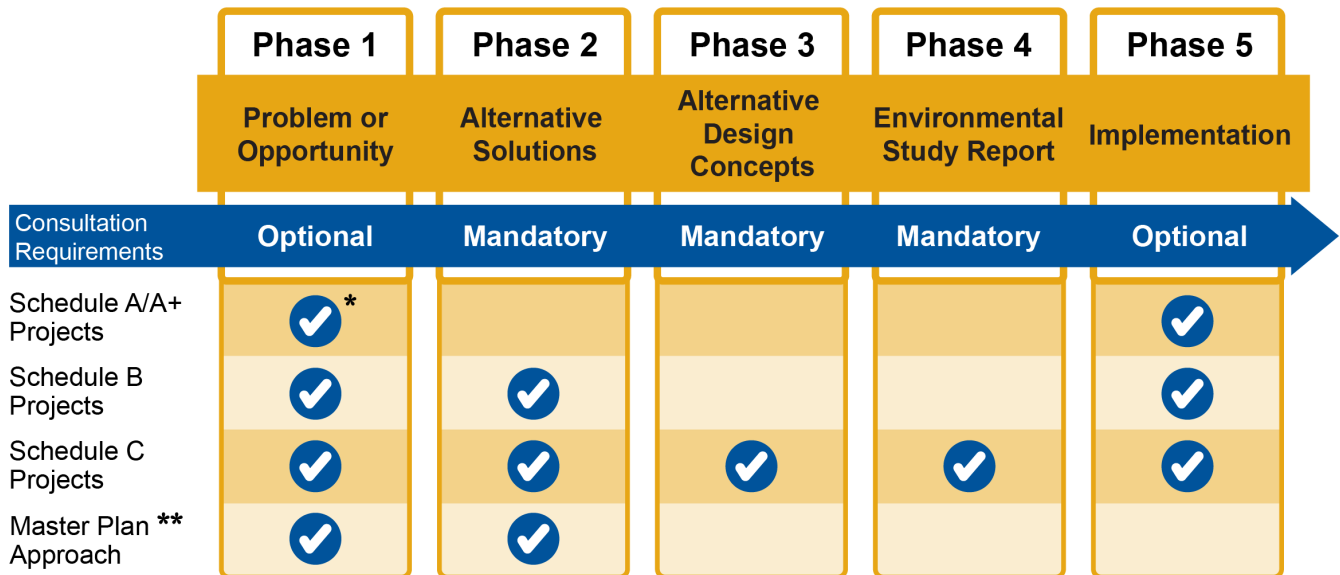
1.3 Engagement Objectives

This section describes broadly the engagement objectives for the County of Simcoe TMP Update, including how it aligns with the Municipal Class Environmental Assessment planning process as well as with the County’s strategic engagement objectives.

1.3.1 Municipal Class Environmental Assessment Consultation Requirements

Under the Environmental Assessment Act, the Municipal Class Environmental Assessment (MCEA) planning process for Master Plans provides a transparent approach to planning and building municipal infrastructure. The MCEA’s environmental planning principles include clear documentation and traceable decision-making, which are supported through this Engagement Summary report. Exhibit 1.2 outlines the MCEA planning process, identifying the phased approach for Master Plans.

Exhibit 1.2: Municipal Class Environmental Assessment: Planning Process



- ✓ Actions required during relevant phase
- * For Schedule A+ projects, public to be advised.
- ** Proponents can choose to complete Phase 3 and 4 as part of a master plan for recommended Schedule C projects, or to complete these phases as part of a project specific study.

Source: Adapted by IBI Group from Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (MCEA 2000, as amended to 2015)

The TMP Update study process follows the Master Planning Process Approach #1, and involves an appropriate level of study and the completion of the first two phases of the MCEA:

- **MCEA Phase 1:** Identify the problem or opportunity (corresponding to the Phase I of the County of Simcoe TMP Update study process); and
- **MCEA Phase 2:** Identify and evaluate alternative solutions to address the problem and establish a preferred solution (corresponding to the Phases II and III of the County of Simcoe TMP Update study process).

At the conclusion of MCEA Phase 2, a TMP document can be prepared, where the level of investigation, consultation and documentation can be used in support of future analysis for specific Schedule B and C projects identified within it. (This corresponds to Phase IV of the County of Simcoe TMP Update study.)

1.3.2 County of Simcoe Engagement Objectives

The County of Simcoe Strategic Plan (2015) identifies *Core Values* representing what are most important to County residents. The following two Core Values relate to engagement:

- Integrity: Honesty, trust and transparency; and
- Cooperation: Positive approaches to partnerships, team work and understanding.

Additionally, the Strategic Plan also sets forth *Strategic Directions* representing the priorities and desired outcomes for the County. This includes a commitment to effective, open and inclusive communication. The overall engagement objectives for the TMP Update are consistent with these tenets and are discussed in the subsequent section.

1.3.3 TMP Update Engagement Objectives

The following engagement objectives guide the TMP Update:

- Solicit and integrate public consultation and contributions from across the County;
- Coordinate and collaborate with private sector, government agencies and municipalities;
- Consult and communicate with stakeholders and members of the community through an open, transparent and engaging process throughout the study; and
- Incorporate feedback from stakeholders and members of the public and demonstrate that their feedback was considered and is reflected throughout the study process.

The TMP Update ensures that the appropriate level of engagement is assigned to each engagement group and provides mechanisms to receive input about the transportation network, policies and programs.

2 Engagement Groups

The groups engaged with during this study are categorized as follows:

- Indigenous communities;
- Stakeholders:
 - Municipal Advisory Committee;
 - Technical Advisory Committee; and
- Members of the public.

The composition of each group and the approach taken to engaging each is described below.

2.1 Indigenous Communities

The County of Simcoe, along with the Ministry of the Environment, Conservation and Parks, identified Indigenous communities that may have an interest in the TMP Update. The identified Indigenous communities were contacted to advise of the study and to confirm interest in the planning process. The Indigenous communities identified included the following:

- Huron-Wendat Nation
- Métis Nation of Ontario
- Mississaugas of the Credit First Nation
- Saugeen Ojibway Nation
- Kawartha Nishnawbe First Nation
- Williams Treaties First Nations:
 - Alderville First Nation
 - Beausoleil First Nation
 - Chippewas of Georgina Island First Nation
 - Chippewas of Rama First Nation (Mnjikaning)
 - Curve Lake First Nation
 - Hiawatha First Nation
 - Mississaugas of Scugog Island First Nation

2.2 Stakeholder Advisory Committees

Two stakeholder groups were developed to advise and inform the TMP Update – the Municipal Advisory Committee (MAC) and the Technical Advisory Committee (TAC). The stakeholder advisory committees were created to assist with the following:

- Identify key considerations and opportunities to be address by the TMP Update;
- Gather specific input from local (lower-tier) municipalities, surrounding municipalities and agencies related to their local needs, issues and expertise;
- Ensure local context and planning is considered and integrated; and
- Recognize and respect different plans, perspectives and values.

Members of both groups are provided notice of study milestones (e.g. Notice of Study Commencement, Notice of Public Information Centre) and invited to virtual meetings where input is received through active engagement. The MAC and TAC are discussed subsequently.

2.2.1 Municipal Advisory Committee

The Municipal Advisory Committee informs the study and consists of representatives from the local municipalities that comprise the County of Simcoe.

The TMP Update project team maintains communication with the MAC stakeholders via email correspondence. Meeting information including meeting invites, presentation materials and minutes are sent to members of the advisory committee. All 16 local municipalities were invited to participate in the MAC:

- Township of Adjala-Tosorontio
- Town of Bradford West Gwillimbury
- Township of Clearview
- Town of Collingwood
- Township of Essa
- Town of Innisfil
- Town of Midland

- Town of New Tecumseth
- Township of Oro-Medonte
- Town of Penetanguishene
- Township of Ramara
- Township of Severn
- Township of Springwater
- Township of Tay
- Township of Tiny
- Town of Wasaga Beach

2.2.2 Technical Advisory Committee

The Technical Advisory Committee includes technical and regulatory agencies with an interest in the TMP Update or that could be of benefit to the study process. Stakeholders who were anticipated to be less directly impacted by the TMP Update were provided notice of the study and invited to provide their input to the project team via email. Stakeholders who were identified as having a more direct interest in the TMP Update were invited to the TAC meeting (as summarized in Section 3.4.2).

The following technical and regulatory agencies were notified of the TMP Update:

- Bell Canada
- City of Barrie
- City of Orillia
- Conseil scolaire de district catholique Centre
- Conseil Scolaire Viamonde
- County of Simcoe department staff
- CN Railway
- CP Rail
- Crown-Indigenous Relations and Northern Affairs Canada
- District of Muskoka
- Durham Region
- Enbridge Gas Inc.
- Grey County
- Grey Sauble Conservation Authority
- Hydro One Inc.
- Lake Simcoe Region Conservation Authority

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- Metrolinx
- Ministry of Heritage, Sport, Tourism and Culture Industries
- Ministry of Indigenous Affairs
- Ministry of Natural Resources and Forestry
- Ministry of the Environment, Conservation and Parks
- Niagara Escarpment Commission
- Nottawasaga Valley Conservation Authority
- Ontario Power Generation Inc.
- Peel Region
- Rama Police Service
- Rogers Communications Inc.
- Severn Sound Environmental Association
- Simcoe County District School Board
- Simcoe Muskoka District Health Unit
- South Simcoe Police – South Division
- Toronto and Region Conservation Authority
- Town of Caledon
- Town of East Gwillimbury
- Town of Gravenhurst
- Town of Mono
- Town of the Blue Mountains
- Township of Brock
- Township of Georgian Bay
- Township of King
- Township of Melancthon
- Township of Mulmur
- Township of Muskoka Lakes
- TransCanada Pipelines Ltd.
- Transport Canada
- Trent-Severn Waterway National Historic Site
- York Region

2.3 Members of the Public

The general public includes any member of the public who has interest in the TMP Update, and could include residents of the County of Simcoe or external participants. The project contact list was developed at the onset of study and is used for the distribution of project related notices and information. Members of the public who emailed the project team were included in the project contact list. The project contact list is maintained throughout the duration of the study. Additionally, a detailed record of public input received is included as Appendix F.

3 Round 1 Engagement

This section summarizes the objectives and activities conducted as part of Round 1 of engagement, coinciding with Phase I of the TMP Update study.

3.1 Overview of Engagement Activities

As part of Round 1 of engagement, the first stakeholder meetings as well as the first round of public consultation (Public Information Centre 1) was held. In addition to these events, there was ongoing opportunities for engagement on the project website including study updates, presentation materials and project contact information. This is further described in Section 3.5.3.

3.1.1 COVID-19 Impacts

Due to the COVID-19 pandemic restrictions and precautions, all consultation events and meetings throughout the study process are hosted virtually.

3.2 Overall Engagement Objectives

The overall objectives of the first round of engagement were to establish transportation-related needs and opportunities in the County of Simcoe, as well as to solicit input on the study's draft policy framework including transportation Vision Statement and Goals. This ensures that the options developed and assessed in the later phases of the study respond to the identified needs and take advantage of any opportunities available, as well as align with overall County values.

3.3 Municipal Advisory Committee Meeting 1

Municipal Advisory Committee Meeting 1 was hosted virtually on April 9, 2021 through Microsoft Teams. The project team maintains communication with the members of the MAC via email correspondence. Meeting materials, including the presentation and minutes, are provided in Appendix D.

3.3.1 Objectives

The meeting introduced the stakeholders to the TMP Update study process and outlined the purpose of the MAC, identifying members as important advisors to the study. The purpose of MAC Meeting 1 was to:

- Introduce local municipal staff to the TMP study process;
- Review existing and future conditions related to the County of Simcoe transportation system;
- Discuss the issues lower-tier municipalities are facing, including planned transportation initiatives; and
- Collect input on the draft transportation Vision Statement and Goals, as well as feedback on the road network, active transportation, transit and goods movement; and
- Generate support from local municipalities to advance the study process.

3.3.2 Participation

Local municipal staff in the County of Simcoe were invited to participate in the MAC Meeting 1 via email. Representatives from all local municipalities in the County of Simcoe attended the virtual meeting. A full list of meeting participants is included in the MAC Meeting 1 minutes provided in Appendix D.

3.3.3 Summary of Findings

Below is a summary of the input received as part of MAC Meeting 1, including key concerns and opportunities that were identified through discussions with stakeholders. Participating members were also invited to submit additional feedback to the project team after the meeting. Input received is further detailed in table form and included in Appendix E.

Concerns were expressed about the following:

- Overall traffic congestion concerns in general County regions, as well as congestion concerns at specific County road locations;
- Local municipal roads being used as unofficial bypasses when highways become congested;

- Truck volume concerns and negative impacts;
- The uploading of local municipal roads to County jurisdiction;
- Safety, drainage and road quality of various roadways; and
- Need for safe routes for the transport of agricultural equipment (i.e. improvements to road shoulders).

The following opportunities were noted:

- Improve regional connectivity and address congestion through road improvements (e.g. Collingwood bypass, Cookstown bypass);
- Develop regional active transportation connections, including multi-use trail networks, at specific locations and between local municipalities;
- Improve infrastructure and amenities to support active transportation for recreation and create a feasible alternative to the car for conducting everyday activities;
- Support the protection and growth of rail corridors for future economic development;
- Expand and improve LINX connections based on regional needs and provide service to new areas (e.g. Orbit GO Station, Tottenham, Tiny, Lake Simcoe Regional Airport, Horseshoe Resort, special events);
- Improve coordination between LINX and local transit services, including fare integration;
- Develop joint transit service between municipalities, or implement a regional approach to transit;
- Coordinate with local municipal transportation and development plans and goals, foster partnerships and develop policies to guide partnerships in consultation with local municipalities;
- Improve truck volumes and route management, including improving conditions for the travel of farming equipment.

3.4 Technical Advisory Committee Meeting 1

Technical Advisory Committee Meeting 1 was hosted virtually on April 06, 2021 through Microsoft Teams. The project team maintains communication with the

members of the TAC via email correspondence. Meeting materials, including the presentation and minutes, are provided in Appendix D.

3.4.1 Objectives

The meeting introduced the stakeholders to the TMP Update study process and outlined the purpose of the TAC, identifying members as important advisors to the study. The purpose of TAC Meeting 1 was to:

- Introduce technical and regulatory agency representatives to the study process;
- Provide relevant background information of the County of Simcoe transportation network;
- Understand the needs and concerns of stakeholders;
- Identify other initiatives, projects and issues that need to be taken into consideration; and
- Identify external constraints or opportunities related to the TMP Update.

3.4.2 Participation

Stakeholders identified as having a more direct interest in the TMP Update were invited to participate in the TAC Meeting 1 via email. Representatives from the following technical and regulatory agencies that attended the virtual meeting included the following:

- City of Barrie
- City of Orillia
- District of Muskoka
- Durham Regio
- Grey County
- Metrolinx
- Peel Region
- Simcoe County
- Simcoe County District School Board

- Simcoe Muskoka District Health Unit
- York Region

A full list of technical and regulatory agencies that attended the meeting, including associated member representatives, is included in the TAC Meeting 1 minutes provided in Appendix D.

3.4.3 Summary of Findings

Below is a summary of the input received as part of TAC Meeting 1, including key concerns and opportunities that were identified through discussions with stakeholders. Participating members were also invited to submit additional feedback to the project team after the meeting. Input received is further detailed in table form and included in Appendix E.

Concerns were expressed about the following:

- Safety of various County road segments due to traffic, road design and environmental conditions;
- Seasonal traffic on provincial roads and the influx of congestion on County roads or local roads; and
- Impacts of seasonal and weekend traffic congestion and the impacts to transit service (e.g. gridlock on County Road 21 due to bypassing around Barrie).

The following opportunities were noted:

- Improve the active transportation network, including increasing connections of the trail system, and adopt an accessible lens in planning;
- Better manage seasonal traffic (e.g. signage, road alignment);
- Strengthen the GO Transit network in the County of Simcoe;
- Improve transit connections and coordination between other transit operators and LINX (e.g. new transit hub in Orillia, new Allandale Waterfront Station, cross boundary trips and transfers); and
- Align strategies and policies across different plans and projects (e.g. Durham Region Cycling Plan, Town of Blue Mountains TMP, Hwy 410

and Hwy 427 extension, GGH Transportation Plan, MTO interchange restructuring).

The following input was provided by TAC representatives about the study's draft transportation Vision Statement, Goals and Guiding Principles:

- Define “vibrant” and “healthy” in the Vision Statement;
- The Vision Statement should commit to reducing per capita transportation greenhouse gas emissions;
- Strengthen consideration of human health and wellbeing throughout Vision and Goals;
- Adopt a stronger equity lens throughout Vision and Goals and consider affordability and accessibility of transportation modes for all users;
- Emphasize low-carbon transportation modes and the decreased reliance on motor vehicles in the Goals;
- Strengthen attention to climate change action, environmental sustainability and environmental protection, and prioritize infrastructure solutions that are resilient;
- Commit to connecting communities via public transit in Goal 1;
- Improve Goal 3 by including transit service provision benchmarks;
- Define stewardship in Goal 5; and
- Consider Goal 6 in the context of development planning and transit viability to be able to protect the environment and agricultural land.

3.5 Public Information Centre 1

The first round of public consultation was held virtually on the County of Simcoe project-specific webpage (www.simcoe.ca/tmp). Public Information Centre (PIC) 1 commenced March 25, 2021 and the formal comment period concluded April 11, 2021. The purpose of PIC 1 was to:

- Introduce and present the study and transportation master planning process;
- Invite feedback on the study's draft transportation Vision Statement and Goals; and

- Identify transportation needs, issues and opportunities related to the County of Simcoe transportation system.

3.5.1 Notifications and Advertisements

Several methods were used to notify the public, stakeholders and Indigenous communities of the Public Information Centre. This included emails, online notices and social media notices.

The formal Notice of Study Commencement was published online on February 8, 2021. A Notice of Study Commencement and Public Consultation was jointly announced on March 25, 2021, advising of the virtual Public Information Centre. The Notices were published on the project website and are included in Appendix A.

Ministry of the Environment, Conservation and Parks

The Ministry of the Environment, Conservation and Parks was contacted on March 23, 2021 to provide the Notice of Study Commencement and Public Information Centre for the County of Simcoe TMP Update study process.

Indigenous Communities

The Indigenous communities identified as having a potential interest in the study (listed in Section 2.1) were emailed on April 1, 2021. The Indigenous communities were provided information about online engagement and were invited to share input with the County regarding transportation needs and opportunities.

Stakeholder Notices

Stakeholders that were invited to participate in the Municipal Advisory Committee and Technical Advisory Committee were notified of the TMP Update and the PIC 1 in advance of the meetings via email.

Newspaper Notices

The Notice of Study Commencement and Public Consultation was advertised in eight local newspapers:

- Alliston Herald – March 25, 2021 publication;
- Barrie Advance – March 25, 2021 publication;
- Bradford West Gwillimbury Topic – March 25, 2021 publication;

- Collingwood Connection – March 25, 2021 publication;
- Innisfil Journal – April 1, 2021 publication;
- Midland Mirror – March 25, 2021 publication;
- Orillia Today – March 25, 2021 publication; and
- Stayner Wasaga Beach Sun – March 25, 2021 publication.

Media Advisory

A media advisory was issued by the Office of the Warden and Chief Administrative Officer for the County of Simcoe on March 25, 2021. The advisory was posted online (<https://www.simcoe.ca/CorporateCommunications/Pages/county-hosts-virtual-pic-to-engage-residents-about-transportation-needs-21-3-25.aspx>) and provided an overview of PIC 1. The advisory is included in Appendix A.

Social Media Advertisements

Several social media platforms from official County of Simcoe user accounts were used to solicit public engagement and participation during the PIC event, and a complete record of all posts is provided in Appendix B. The social media platforms used to advertise PIC 1 included the following:

- Facebook: March 25, 2021;
- Instagram: March 25, 2021; and
- Twitter: March 25, 2021.

3.5.2 Content Presented

PIC 1 consisted of several tools to encourage engagement and solicit input. These elements were presented on the County of Simcoe project-specific webpage (as shown in Exhibit 3.1) and included the following:

- Interactive engagement space;
- Virtual display boards;
- Interactive map;
- Public opinion survey; and

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- Other engagement options (i.e. project contact, project update registration).

Exhibit 3.1: County of Simcoe TMP Update Webpage Image

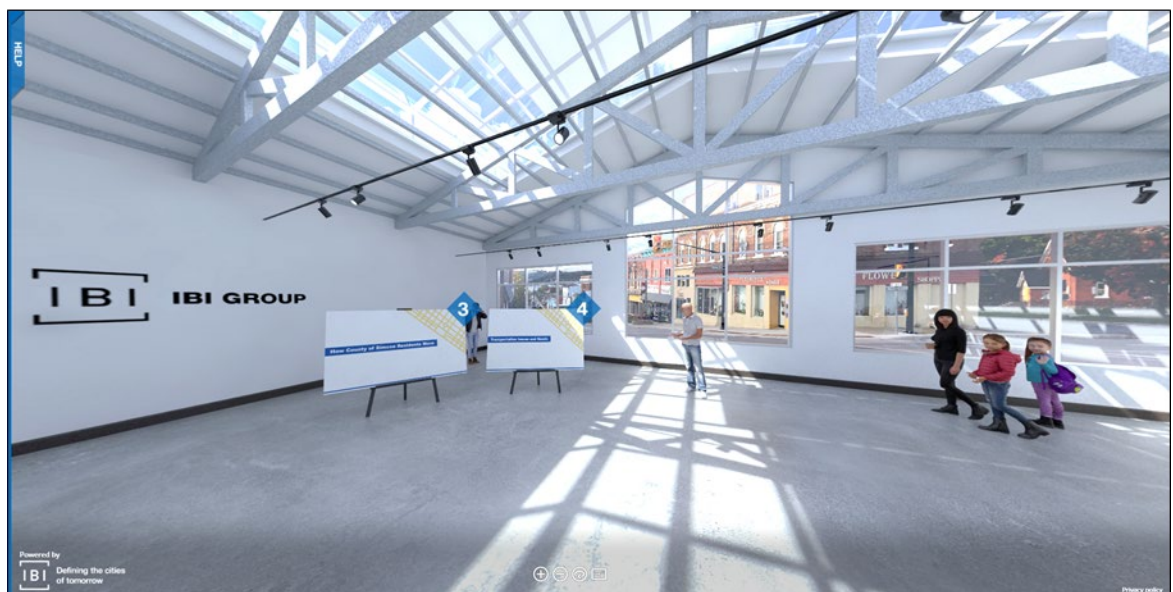
The screenshot shows the County of Simcoe website's 'Transportation Master Plan' page. At the top, there is a navigation bar with links for 'HOME', 'ABOUT', and 'CONTACT', along with a 'Departments' dropdown menu. Below this is a search bar and a main header for 'Transportation Master Plan'. A left sidebar lists various departments, with 'Transportation Master Plan' selected. The main content area is titled 'What is a Transportation Master Plan?' and includes a definition, a list of update goals, a four-phase study process, and public consultation information. A 'REGISTER HERE' button is prominently displayed. On the right side, there is a vertical menu of service links, including 'NOW HIRING', 'COVID-19 SERVICE UPDATES', 'LONG TERM CARE & SENIORS SERVICES CAREERS', 'NEWSROOM', 'LINK TRANSIT SERVICE', 'CUSTOMER SERVICE', 'CAREERS', 'WASTE INFORMATION', 'SIMCOE COUNTY MAPS', 'DOING BUSINESS WITH US', 'FAQS', and 'DONATE'.

Source: County of Simcoe Transportation Master Plan Webpage (2021)

Interactive Engagement Space

A virtual foyer was developed to provide members of the public with an interactive engagement space, simulating an in-person event or open house. The space allowed users to navigate through a virtual room, interacting with different components of the Public Information Centre. All content provided in the space was also available on the project webpage. This included the virtual display boards, interactive map, public opinion survey and project contact information. Images of the interactive engagement space are included in Exhibit 3.2.

Exhibit 3.2: Interactive Engagement Space Images



Virtual Display Boards

Virtual display boards were developed to introduce the TMP Update to different engagement groups and request their input on specific topics. The display boards were posted as a PDF file on the project webpage, and are included in Appendix C.

The display boards consisted of the following subsections and corresponding information:

- Introduction: TMP Update scope, consultation objectives, study process, planning and policy connections between the TMP Update and other provincial and local plans, and geographic context on the County of Simcoe;
- Vision, Goals and Principles: Draft transportation strategic framework (created to guide the TMP Update and develop recommendations);
- How County of Simcoe Residents Move: Basic mobility and demographic trends including changing travel patterns; and
- Transportation Issues and Needs: Existing conditions of the transportation system including road network, active transportation, transit and goods movement.

The display boards featured call-outs inviting the public to provide their input and participate in the public opinion survey and interactive map. These tools are described subsequently.

3.5.3 Means of Providing Input

Members of the public were given several different ways of providing feedback or information to the project team, as described subsequently.

Public Opinion Survey

An online public opinion survey hosted on Survey Monkey was available through the project-specific webpage (www.simcoe.ca/TMP) and was the primary means of acquiring public input during Phase I of the study. The public opinion survey was available from March 25, 2021 to April 11, 2021. The virtual display boards also encouraged the public to complete the survey and provide feedback to the project team throughout.

The survey questionnaire asked about the following:

- Degree of support for the draft TMP Vision Statement and Goals as well as suggest changes if desired; and
- Different aspects of the transportation system (including travel trends, concerns and priorities) to better understand the needs and opportunities for transportation in the County.

A summary of findings is provided in Section 3.5.5. The survey questionnaire, conduct, participation and analysis of results are described in a companion *Public Opinion Survey* report.

Interactive Map

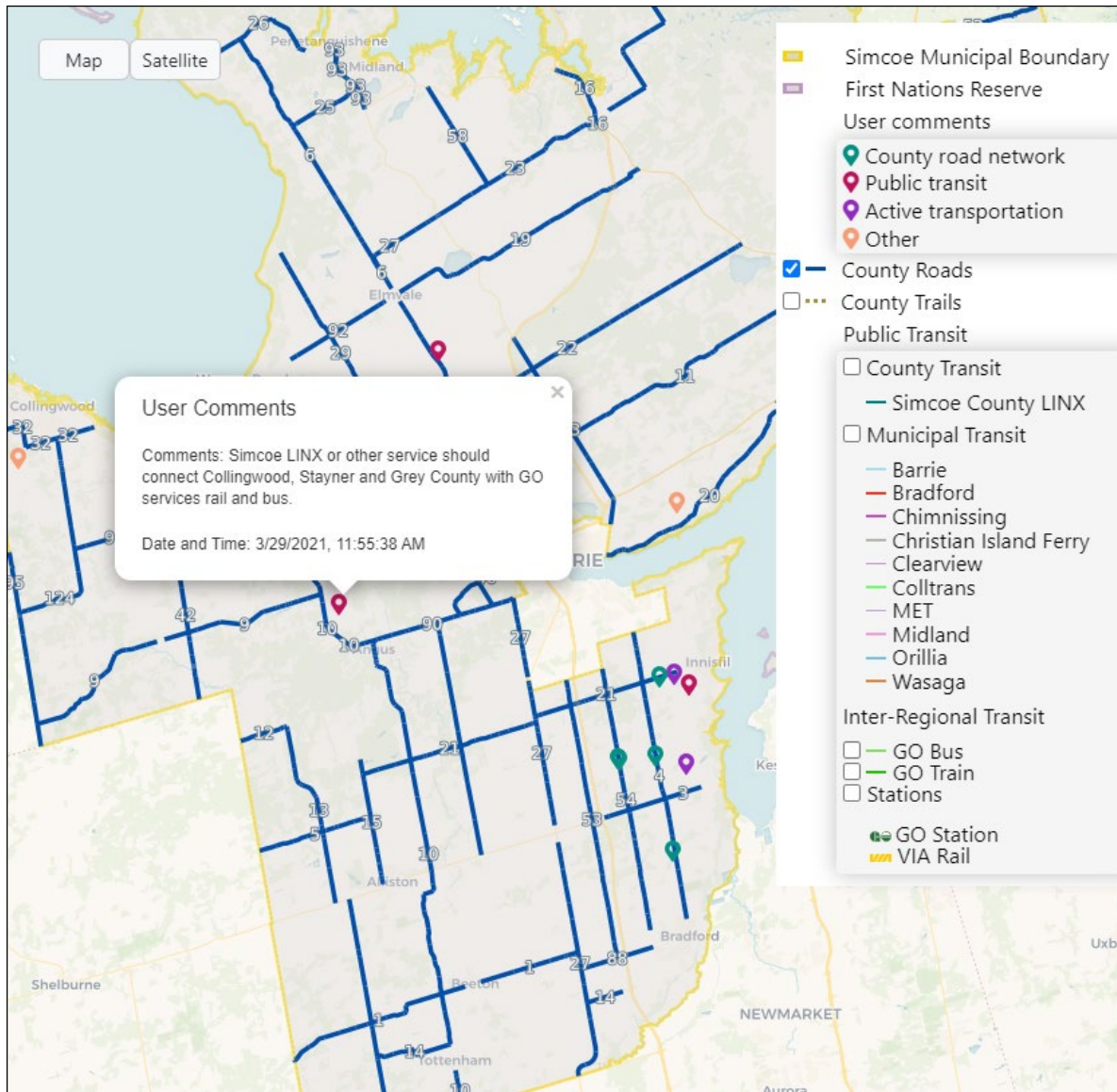
The interactive map was hosted on CARTO, a spatial analysis platform, and was available through the project-specific webpage. The interactive map was developed to provide members of the public the opportunity to share transportation-related issues, priorities and opportunities at specific locations, providing the project team with important local-level context.

The mapping tool allowed users to toggle between several map layers demonstrating different components of the transportation system. A user could place a pin at a specific geographic point or location of interest and leave an associated comment. Users could submit comments relating to the following themes:

- County road network;
- Public transit;
- Active transportation; and
- Other.

The interactive map is shown in Exhibit 3.3, and responses to the interactive map are summarized in Section 3.5.6.

Exhibit 3.3: Interactive Map Image



Source: Imagery and map data © OpenStreetMap contributors, ©CARTO (2021)

Other Engagement Options

The PIC provided additional opportunities for the public to provide input to the project team. The display boards included contact information of the study project managers, and the project-specific email (tmp@simcoe.ca) is available on the project webpage.

The specific webpage also features a registration portal, inviting the public to register for project updates throughout the study process.

3.5.4 Participation

Event participants were encouraged to share their ideas, issues and concerns and submit input to the project team. The following summarizes the responses received through the multiple engagement tools provided as part of PIC 1:

- Public opinion survey – 347 surveys received (276 answered more than location and age information);
- Interactive map – 21 comments received;
- Emails to the project team – 2 emails received.

Input provided from the public opinion survey is described in Section 3.5.5, and all additional feedback submitted through the other engagement options is included in the public inputs record in Appendix F.

3.5.5 Summary of Survey Findings

The online survey was a successful means of engaging with the public as part of Phase I of the TMP Update study. In addition to answering multiple-choice questions, survey participants provided about 900 unique free-form comments that assist the study with identifying important transportation needs, issues and opportunities in the County of Simcoe. Survey respondents represented both built-up areas (76%) and rural settings (22%), and there was participation from all 16 local municipalities. As part of the analysis, some results distinguish between built-up area respondents and rural setting respondents in order to better understand and reflect the values and concerns of all County residents.

A separate *Public Opinion Survey* report was submitted to the County of Simcoe, outlining the survey questionnaire and providing a detailed analysis of the multiple-choice results and free-form comments. Some of the key messages and recurring themes expressed throughout the survey include the following:

Vision Statement

- There is considerable support for the draft Vision Statement, as 81% of respondents liked or generally liked it.

Among the 41% of respondents who indicated that some degree of revision is preferred, suggestions included clearer or specific wording.

Examples include specifying the priority of active transportation modes, referencing environmental sustainability, emphasizing transit, and responding to community connectivity.

Goals

- Each of the draft Goals received very favourable support, with each Goal being rated as “very important” or “important” by at least 80% of respondents.

The Goals could be improved by acknowledging connectivity beyond County of Simcoe boundaries, emphasizing pollution reduction, and recognizing the importance of travel modes beyond cars.

Changing Travel Needs

- The pandemic has resulted in many travel changes including a shift to work at home, making fewer long-distance trips and fewer shopping trips.
- Local active transportation networks are more important than ever in facilitating local trips.

Road Network

- A safe and efficient County Road network that provides the connections residents need while linking smoothly with the provincial highway network and with local roads is important to County residents.
- In some cases, the County/provincial road network is not considered sufficient and alternatives should be investigated (e.g. to address congestion in Collingwood, such as the planned MTO provincial highway link that bypass Bradford).
- Speeding is a concern on County roads as well as provincial and local roads, and increased enforcement is desired, especially to improve safety for pedestrians and cyclists.
- Safety issues were identified at many specific County road segments, and concerns included poor road visibility, blowing snow, traffic lights/control and congestion.

Active Transportation

- The safety and comfort of active transportation users is important and can be addressed through providing increased separation of motorized vs. non-motorized modes, noting that proximity to cars and trucks is a major factor to active transportation uptake (this is especially true for heavy trucks on cycling routes in rural settings).
- It is important that safe bike routes and cycling facilities are available where needed to serve the desired connections between communities.
- Improving connections between walking / cycling and other transportation modes can also increase their use.
- Those with mobility devices have additional challenges – for example, the regular cracks in sidewalk panels can cause pain and discomfort for those in wheelchairs or mobility scooters.

Transit

- Connectivity throughout the County to Toronto-bound services (i.e. GO Transit) is important. Scheduling transit services and connections to allow for same-day return trips to Toronto is a key consideration (this was noted by residents of the Town of Collingwood especially).
- There is a desire for LINX connections to be more streamlined and to connect directly to key hubs and to other transit services.
- There is a need for expanding LINX to specific areas including Port McNicoll / Tay, Horseshoe Report, Ramara, Nottawa / Clearview and Innisfil.
- As transit would be used by more than just 9-5 office workers, expansion of LINX service schedules to cover more of the weekday as well as weekend days should be explored, as well as connecting to recreational sites.
- Ensuring transit affordability is important.
- Improving communication of existing transit services using both online and off-line means would be of value.

3.5.6 Summary of Interactive Map Findings

Comments submitted to the interactive map are summarized as follows:

- Improve active transportation infrastructure to facilitate safe cycling on specific roads (e.g. wider shoulder, multi-use path);
- Improve active transportation infrastructure to facilitate walking on specific roads (e.g. multi-use path, sidewalk);
- Connect LINX with GO Rail and GO Bus;
- Improve inter-regional road connections and consider congestion;
- Build the Innisfil GO Station; and
- Consider specific road segment improvements (e.g. road widening, safety measures).

A full record of comments received to the interactive map tool are included in Appendix F.

3.6 Summary of Phase I Engagement Findings

The first round of consultation was a successful means of engaging with the public as part of Phase I of the TMP Update. Input was received from different engagement groups through multiple channels, providing the project team with feedback to consider as the study progresses.

Below is a summary of the key themes that were identified as part of the first round of engagement. The summary generally reflects recurring input shared by members of the stakeholder advisory committees and/or members of the public.

Concerns were expressed about the following:

- General traffic congestion concerns, as well as congestion concerns at specific County road or local municipal road locations;
- Safety concerns of many specific County roads, including poor visibility, blowing snow, road design, traffic lights/control and congestion;
- Concerns about driver behaviour (e.g. speeding);
- Safety of active transportation users due to lack of walking / cycling infrastructure; and

- Some concerns about truck volumes and impacts to surrounding uses and users.

The following were the most common opportunities or potential actions that were noted:

- Improve regional road connectivity, better manage seasonal traffic and address congestion through road improvements (e.g. Collingwood bypass, Bradford bypass);
- Improve cycling connections (including multi-use trail networks, on-road cycling infrastructure / bike lanes and paved shoulders) to facilitate safe cycling within and between communities / municipalities;
- Improve active transportation infrastructure to encourage walking and facilitate pedestrian safety (e.g. multi-use paths, continuous sidewalks);
- Expand and improve LINX connections based on regional needs and provide service to new areas (e.g. Port McNicoll / Tay, between Collingwood / Wasaga and Barrie GO, Rama / Ramara, Horseshoe Resort, Lake Simcoe Regional Airport, etc.);
- Improve local and regional transit connections to GO Transit;
- Improve coordination between LINX and local transit services, including fare integration;
- Improve truck volumes and route management; and
- Align strategies and policies across different plans and projects, including transportation and development plans of local municipalities as well as external municipalities and governments.

4 Round 2 Engagement

This section summarizes the objectives and activities conducted as part of Round 2 of engagement, coinciding with Phases II and III of the TMP Update study.

4.1 Overview of Engagement Activities

As part of Round 2 of engagement, stakeholder meetings as well as the second round of public consultation (Public Information Centre 2) was held. In addition to these events, there were ongoing opportunities for engagement on the project website including study updates, presentation materials and project contact information. This is further described in Section 4.5.3.

4.1.1 COVID-19 Impacts

Due to the COVID-19 pandemic restrictions and precautions, all consultation events and meetings throughout the study process are hosted virtually.

4.2 Overall Engagement Objectives

The overall objectives of the second round of engagement were to receive feedback on draft transportation networks, strategies and policies recommended for the County of Simcoe, as well as identify any additional changes required to further align recommendations to the study Vision and Goals.

4.3 Municipal Advisory Committee Meeting 2

Municipal Advisory Committee Meeting 2 was hosted virtually on March 23 and 24, 2022 through Microsoft Teams. MAC Meeting 2 was conducted over three sessions that grouped lower-tier municipalities geographically, allowing for more targeted input from local representatives. The project team maintains communication with the members of the MAC via email correspondence.

Meeting materials, including the presentation and minutes, are provided in Appendix D.

4.3.1 Objectives

The meetings updated stakeholders on the study progress to date and noted engagement activities being conducted throughout the second round of public and stakeholder consultation. The purpose of MAC Meeting 2 was to:

- Update local municipalities on the TMP Update Study;
- Present the preferred networks and draft strategies; and
- Gather input and address concerns from local municipalities.

4.3.2 Participation

Local municipal staff in the County of Simcoe were invited to participate in the MAC Meeting 2 via email. Representatives from all local municipalities in the County of Simcoe attended the virtual meetings.

Conducting MAC Meeting 2 over three sessions allowed for participants to engage with the project team more meaningfully. A full list of meeting participants is included in the MAC Meeting 2 minutes provided in Appendix D.

Representatives from the following local municipalities that attended the virtual event included the following:

- **MAC Meeting 2A (March 23, 2022):**
 - Town of Bradford West Gwillimbury
 - Town of Innisfil
 - Town of New Tecumseth
- **MAC Meeting 2B (March 23, 2022):**
 - Township of Adjala-Tosorontio
 - Township of Clearview
 - Town of Collingwood
 - Township of Essa
- **MAC Meeting 2C (March 24, 2022):**
 - Town of Midland
 - Township of Oro-Medonte

- Town of Penetanguishene
- Township of Ramara
- Township of Severn
- Township of Springwater
- Township of Tay
- Township of Tiny
- Town of Wasaga Beach

4.3.3 Summary of Findings

Below is a summary of the input received as part of MAC Meeting 2, including key concerns and opportunities that were identified through discussions with stakeholders. Participating members were also invited to submit additional feedback to the project team after the meeting. Input received is further detailed in table form and included in Appendix E.

Questions, concerns and considerations were expressed about the following:

- Timing and prioritization of recommended road projects, especially road segments identified for upload to County jurisdiction;
- Rationale for identified road projects (e.g. concern about deferred timing of CR 44 widening, justification for widening of CR 10 between Industrial Parkway and 12th Line, concern for lack of road improvement projects identified for Adjala-Tosorontio);
- Consideration for specific local municipal roads to be uploaded to County jurisdiction (e.g. Coldwater Road, Centre Line Road, Concession 10 North, 30 Sideroad Adjala);
- Requests for additional information regarding MTO projects (e.g. Highway 89 east-west connecting link improvement, Hwy 400 interchange at 6th Line in Innisfil);
- Specific active transportation trail opportunities (e.g. Trans Canada Trail through Rama First Nation, abandoned CN Rail Line in Washago, Highway 400 underpass via Trans Canada Trail in Innisfil, County Road 27, County Road 89);

- Consideration to advocate for a grade separated rail crossing at CR 21 and 20th Sideroad, in support of the Town of Innisfil;
- Implement electric vehicle charging stations at carpool lot locations;
- Specific roads that should be considered as part of the active transportation network (e.g. Concession 10 and Fairgrounds Road in Clearview);
- Consideration for trail surface type for active transportation facilities, including snowmobile routes;
- Clarity regarding management and maintenance of active transportation facilities of routes identified along local municipal roads;
- Questions and general support for the County's vision for the regional transit model (e.g. timing, type of service model), as well as LINX Transit service expansion opportunities (e.g. Innisfil, Tiny);
- Concerns regarding the appropriateness of a regional transit model in meeting the local transit needs of residents in lower-tier municipalities;
- Requests to share land-use assumptions used for the travel demand model with local municipalities; and
- Requests to share safety and collision data with local municipalities as part of safety strategy.

4.4 Technical Advisory Committee Meeting 2

Technical Advisory Committee Meeting 2 was hosted virtually on April 1, 2022 through Microsoft Teams. The project team maintains communication with the members of the TAC via email correspondence. Meeting materials, including the presentation and minutes, are provided in Appendix D.

4.4.1 Objectives

The meeting updated stakeholders on the study progress to date and noted engagement activities being conducted throughout the second round of public and stakeholder consultation. The purpose of TAC Meeting 2 was to:

- Update agencies and other stakeholders on the study;
- Present the preferred networks and draft policies and strategies; and

- Gather specific input and address any concerns.

4.4.2 Participation

Stakeholders identified as having interest in the TMP Update were invited to participate in the TAC Meeting 2 via email. Representatives from the following technical and regulatory agencies that attended the virtual meeting included the following:

- City of Barrie
- City of Kawartha Lakes
- City of Orillia
- Dufferin County
- Grey County
- King Township
- Lake Simcoe Region Conservation Authority
- Ministry of Northern Development, Mines, Natural Resources and Forestry
- Ministry of Transportation Ontario
- Nottawasaga Valley Conservation Authority
- Ontario Power Generation
- Region of Peel
- Severn Sound Environmental Association
- Simcoe County
- Simcoe-Muskoka Catholic District School Board
- Simcoe Muskoka District Health Unit
- Toronto and Region Conservation Authority
- Town of The Blue Mountains
- Town of East Gwillimbury
- Township of Georgian Bay

- Township of Mulmur
- TransCanada Pipelines Ltd. c/o MHBC Plan

A full list of technical and regulatory agencies that attended the meeting, including associated member representatives, is included in the TAC Meeting 2 minutes provided in Appendix D.

4.4.3 Summary of Findings

Below is a summary of the input received as part of TAC Meeting 2, including key concerns and opportunities that were identified through discussions with stakeholders. Participating members were also invited to submit additional feedback to the project team after the meeting. Input received is further detailed in table form and included in Appendix E.

Questions, concerns and considerations were expressed about the following:

- Actions taken to respond to environmental considerations throughout the study process;
- Considerations for traffic impacts in the County of Grey due to recommended widening of CR 32 and upload of 27/28 Sideroad;
- Overall opportunities to respond to cross-border connectivity between Simcoe County, Grey County and Peel Region;
- Support for the East-West Capacity Improvement Study, and opportunities for the participation of the County of Grey;
- Specific active transportation considerations and opportunities (e.g. additional cycling routes in Collingwood to respond to demand, the importance of active transportation connections and regional transit network planning);
- Opportunities to include the Town of the Blue Mountains in Simcoe's regional transit model, and considerations for regional transit integration into the future; and
- Opportunity for the MTO, County and Township of Oro-Medonte to discuss possible improvements to Highway 11 and 7th Line interchange.

4.4.4 Other Technical Meetings

Other technical meetings were conducted as part of Round 2 of engagement via Microsoft Teams, focusing on specific topics to solicit feedback from specialized stakeholder groups, as follows:

- Active Transportation Focus Meeting: March 28, 2022;
- Transit Focus Meeting: March 30, 2022; and
- Regional Government Review Meeting: April 14, 2022.

In addition, the project team attended the County of Simcoe Economic Development Sub-Committee on January 28, 2022, presenting an update to the TMP Update study.

Meeting materials (including presentation, minutes and attendees) for the technical meetings are provided in Appendix D. Input received is detailed in table form and included in Appendix E.

4.5 Public Information Centre 2

The second round of public consultation was held virtually on the County of Simcoe project-specific webpage (www.simcoe.ca/tmp). Public Information Centre (PIC) 2 commenced April 14, 2022 and the formal comment period concluded May 1, 2022. The purpose of PIC 2 was to:

- Invite feedback on the study's draft recommended projects, policies and transportation solutions; and
- Identify any additional changes required to further align recommendations to study Vision and Goals.

4.5.1 Notifications and Advertisements

Several methods were used to notify the public and stakeholders of the Public Information Centre. This included emails, online notices and social media notices.

The formal Notice of Public Consultation was published on the project website on April 14, 2022 advising of the virtual Public Information Centre. The Notice is included in Appendix A.

Stakeholder Notices

Stakeholders that were invited to participate in the Municipal Advisory Committee and Technical Advisory Committee were notified of the TMP Update and the PIC 2 in advance of the meetings via email.

Newspaper Notices

The Notice of Public Consultation was advertised in eight local newspapers on April 28, 2022:

- Alliston Herald
- Barrie Advance
- Bradford West Gwillimbury Topic
- Collingwood Connection
- Innisfil Journal
- Midland Mirror
- Orillia Today
- Stayner Wasaga Beach Sun

Media Advisory

A media advisory was issued by the Office of the Warden and Chief Administrative Officer for the County of Simcoe on April 29, 2022. The advisory was posted online (<https://www.simcoe.ca/CorporateCommunications/Pages/county-hosts-second-virtual-public-information-centre-to-engage-residents-on-transportation-strategy.aspx>) and provided an overview of PIC 2. The advisory is included in Appendix A.

Social Media Advertisements

Two social media platforms from official County of Simcoe user accounts were used to solicit public engagement and participation during the PIC event, and a complete record of all posts is provided in Appendix B. The social media platforms used to advertise PIC 2 included the following:

- Facebook: April 28, 2022; and

- Twitter: April 28, 2022.

4.5.2 Content Presented

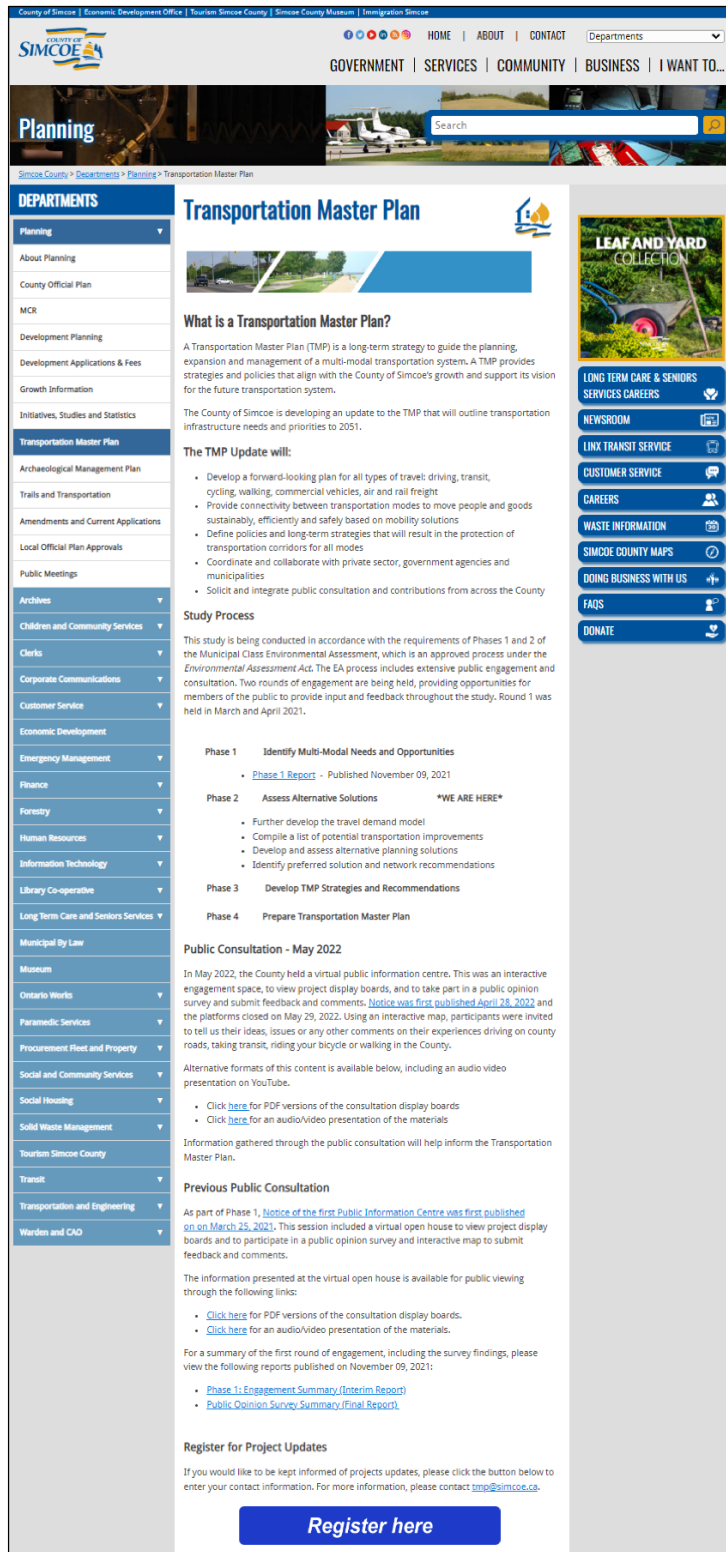
PIC 2 consisted of tools to encourage engagement and solicit input. These elements were presented on the County of Simcoe project-specific webpage (as shown in Exhibit 4.1) and included the following:

- Virtual display boards; and
- Public opinion survey.

Interactive Engagement Space

A virtual foyer was developed to provide members of the public with an interactive engagement space, simulating an in-person event or open house. The space allowed users to navigate through a virtual room, interacting with different components of the Public Information Centre. All content provided in the space was also available on the project webpage. This included the virtual display boards, interactive map, public opinion survey and project contact information. Images of the interactive engagement space are included in Exhibit 4.2.

Exhibit 4.1: County of Simcoe TMP Update Webpage Image



Source: County of Simcoe Transportation Master Plan (2022)

Exhibit 4.2: Interactive Engagement Space Image



Virtual Display Boards

Virtual display boards were developed to update various engagement groups and request their opinions on different topics. The display boards were posted as a PDF file on the project webpage, and are include in Appendix C.

The display boards consisted of the following subsections and corresponding information:

- Study Update: TMP Update scope, consultation objectives, study process, public consultation round 1 feedback, updated Vision and Goals, and identified transportation needs and opportunities;
- Network Alternatives: Transportation network alternatives and corresponding evaluation; and
- Draft Recommendations: Draft road recommendations, draft transit actions, draft active transportation network and strategies to improve transportation.

The display boards featured call-outs inviting the public to provide their input and participate in the public opinion survey. This tool is described subsequently.

4.5.3 Means of Providing Input

Members of the public were given a couple methods of providing feedback or information to the project team, as described subsequently.

Public Opinion Survey

An online public opinion survey hosted on Survey Monkey was available through the project-specific webpage (www.simcoe.ca/tmp) and was the primary means of acquiring public input during Phases II and III of the study. The public opinion survey was available from April 14, 2022 to May 1, 2022. The virtual display boards also encouraged the public to complete the survey and provide feedback to the project team throughout.

The survey questionnaire asked about the following:

- Road projects, transit actions, active transportation projects and supporting strategies that should be prioritized; and
- Changes to the proposed networks, if any.

A summary of findings is provided in Section 4.5.5. The survey questionnaire, conduct, participation and analysis of results are described in Appendix G.

Other Engagement Options

The PIC provided additional opportunities for the public to provide input to the project team. The display boards included contact information of the study project managers, and the project-specific email (tmp@simcoe.ca) is available on the project webpage.

4.5.4 Participation

Event participants were encouraged to share their ideas and concerns and submit input to the project team. The following summarizes the responses received through the multiple engagement tools provided as part of PIC 2:

- Public opinion survey – 181 surveys received;

Input provided from the public opinion survey is described in Section 4.5.5, and a record of detailed comments from the survey are included in Appendix G.

4.5.5 Summary of Survey Findings

The online survey was a successful means of engaging with the public as part of Phases II and III of the TMP Update study. Hundreds of free-form responses were submitted by members of the public that assist the project team with refining the draft recommended actions and strategies. Survey respondents represented both built-up areas (67%) and rural settings (29%), and there was participation from all 16 local municipalities. As part of the survey analysis provided in Appendix G, some results distinguish between built-up area respondents and rural setting respondents to better understand and reflect the values and concerns of all County residents.

Some of the key messages and recurring themes expressed throughout the survey include the following:

Draft Road Network

- Of the recommended road projects under County of Simcoe jurisdiction, the following were the most selected projects among respondents for the TMP study to prioritize:
 - Nottawasaga 27/28 Sideroad (20% of respondents);
 - 12 Concession Sunnidale Road (18% of respondents); and
 - Flos Road 4 Upload (16% of respondents).
- Other recommended road projects selected as priorities among survey respondents included the Highway 400-404 Link – Bradford Bypass (19% of respondents) and the Highway 400 New Capacity Expansion (18% of respondents).

Draft Transit Actions

- Of the recommended transit actions, the following were the most selected among respondents for the TMP study to prioritize:
 - Connectivity and Coordination – Short-Term Actions (64% of respondents);
 - Connectivity and Coordination – Long-Term Actions (49% of respondents); and
 - Sustainable Infrastructure and Vehicles: (29% of respondents).

- Common free-form responses among respondents included the desire for an integrated and expanded provincial and regional transit network, as well as improved bus frequency, bus fleet electrification, and longer operating hours for LINX transit.

Draft Active Transportation Network

- Of the recommended active transportation projects, the following were the most selected among respondents for the TMP study to prioritize:
 - Trans Canada Trail Improvements (33% of respondents);
 - Clearview Collingwood Train Trail Extension / Barrie Collingwood Railway Trail Extension (26% of respondents); and
 - Clearview Collingwood Train Trail (21% of respondents).
- Common free-form responses among respondents included the need for a safe active transportation network for both rural and urban communities, as well as specific locations where cycling facilities are needed.

Draft Strategies to Improve Transportation

- Of the recommended strategies, the following were the most selected among respondents for the TMP study to prioritize:
 - Road Design Guidelines (35% of respondents);
 - New Technologies (27% of respondents);
 - Travel Demand Management (21% of respondents); and
 - Safety Strategy (20% of respondents).
- Common free-form responses among respondents included the need for traffic calming measures, the implementation of passenger rail service and the expansion of electric vehicle charging stations as other priorities for the TMP to consider.

4.6 Summary of Phases II and III Engagement Findings

The second round of consultation was a successful means of engaging with the public and stakeholders as part of Phases II and III of the TMP Update.

Below is a summary of the key themes that were identified as part of the second round of engagement. The summary generally reflects recurring input shared by members of the stakeholder advisory committees and/or members of the public.

Concerns, considerations and opportunities were expressed about the following:

- Timing, prioritization and funding responsibilities of recommended road, active transportation and transit projects;
- Clarity and transparency regarding draft recommendations;
- Consideration for specific lower-tier municipal roads to be transferred to the County of Simcoe;
- Interest in additional active transportation facilities, opportunities and safety improvements throughout the County and along specific roads, as well as considerations for surface type;
- Clarity (e.g. timing, logistics, service expansion opportunities) about the regional transit model, as well as improved County-wide and regional transit service;
- Consideration for the expansion of electric vehicle charging stations;
- Considerations for improving cross-boundary movement and responding to both localized and inter-regional traffic connectivity concerns; and
- Considerations for inter-modal integration (e.g. coordination of active transportation and regional transit network planning) and its importance in achieving the TMP Goals.

Appendix A: Notices

ENGAGEMENT SUMMARY

County of Simcoe Transportation Master Plan Update

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Notices

Notices provided over the course of this study include the following, copies of which are included in the subsequent pages:

Round 1 Engagement

- Notice of Study Commencement and Public Consultation (February 8, 2021)
- Media Advisory of PIC 1 issued by the Office of the Warden and Chief Administrative Officer (March 25, 2021)

Round 2 Engagement

- Notice of Public Consultation (April 14, 2022)
- Media Advisory of PIC 2 issued by the Office of the Warden and Chief Administrative Officer (April 29, 2022)

NOTICE OF STUDY COMMENCEMENT AND PUBLIC CONSULTATION

Transportation Master Plan Update

The Study

The County of Simcoe is developing a new Transportation Master Plan (TMP). This long-range planning document will outline transportation infrastructure needs and priorities to 2065. The TMP will:

- Establish a sustainable integrated multi-modal transportation system that reduces reliance upon any single mode and promotes walking, cycling and transit
- Provide connectivity between transportation modes to move people and goods safely, sustainably, and efficiently based on a suite of mobility solutions
- Define policies and strategies that will result in the protection of transportation corridors for all modes

The Process

This study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the Environmental Assessment Act.

Virtual Public Open House

Date: March 25 through April 11, 2021

Where: Online at www.simcoe.ca/tmp

Interested parties are invited to visit the virtual public information centre, an interactive engagement space, to view project display boards, and to take part in a public opinion survey and submit feedback and comments.

We Want to Hear From You!

We need your assistance to help shape the study's vision, objectives and identify issues, needs and opportunities relating to the County's transportation system.

- Drop-in at the virtual public open house (see above)
- Review the display boards, submit a comment form or take the online survey at www.simcoe.ca/tmp

If you have any comments or questions regarding this study, email tmp@simcoe.ca or contact the following:

Adrianna Spinosa, MCIP, RPP
Project Manager
County of Simcoe, Planning Department
1110 Highway 26
Midhurst, ON L9X 1N6
705-726-9300 ext. 1912

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Notice of Collection/Use/Disclosure: All information is collected in accordance with the Environmental Assessment Act, RSO 1990 Chapter E.18 Part II Section 5.1. Information will be used to inform the project team in the development of recommendations to support the study vision and objectives. All submissions become part of the public record and are disclosed in full in accordance with the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA). Questions about this notice of collection should be directed to the Project Manager at tmp@simcoe.ca or (705) 726-9300 ext. 1912. This notice was first published March 25, 2021.



FOR IMMEDIATE RELEASE

County hosts virtual Public Information Centre to engage residents about transportation needs

Midhurst/March 25, 2021 – The County of Simcoe is hosting a virtual Public Information Centre (PIC) to support updates to our regional Transportation Master Plan (TMP). Input received from residents will help provide direction for the planning, coordination and implementation of a multi-municipal road and transit network, active transportation amenities (including bike lanes and trail networks), and commuter facilities for the next 30 years and beyond in Simcoe County.

From March 25 to April 11, 2021, interested parties are invited to visit www.simcoe.ca/tmp to view the virtual Public Information Centre, an interactive engagement space containing project display boards, a public opinion survey and an area to submit feedback and comments.

“The insights from businesses, organizations and individuals during previous updates proved invaluable, providing the basis for the County’s investments in our transportation infrastructure including funding to support a variety of transportation projects, growth of trail networks and the launch of our successful LINX Transit System,” said Warden George Cornell. “The COVID-19 pandemic has altered the travel needs of our residents, and we encourage citizens, businesses and partners to provide input and help us make further strategic investments in transportation infrastructure across Simcoe County.”

Background:

Based on the findings of the 2014 TMP, the County made the following investments:

- Established the LINX Transit System, a conventional public transit system that links major urban hubs and local transit services across the region. Currently, LINX operates five conventional routes and specialized transit. Route 6, connecting the Town of Midland with the City of Orillia, with stops in Tay, Oro-Medonte and Severn Townships, anticipated to launch in August 2021, with the specialized transit starting in September 2021
- In January 2020, the County also became the majority owner of the Lake Simcoe Regional Airport (LSRA), which is fully serviced by the Canada Border Service Agency and offers a convenient location in close proximity to the Greater Toronto Area and central Ontario
- Significant investments made to enhance the County Road Network, including the expansion of County Road 90 to a four-lane cross section plus a continuous centre turning lane
- The first ‘complete street’ road design project including an off-road trail linking The Towns of Penetanguishene and Midland is currently under construction
- The Trails Connecting Communities Program (TCCP) was established in 2009 to assist municipalities in the development of active transportation and recreational opportunities, with a focus on enhancing and/or expanding trail networks for non-motorized uses and improve trail accessibility. The TCCP operates through a 50/50 matching structure, whereby County funds are matched with local municipal investment. Since its inception in 2009, the TCCP has provided more than \$1.9 million in funding to local municipalities to assist in the completion of more than 80 trail and active transportation projects

County of Simcoe is composed of sixteen member municipalities and provides crucial public services to County residents in addition to providing paramedic and social services to the separated cities of Barrie and Orillia. Visit our website at simcoe.ca.

- 30 -

Notice of Public Consultation

Transportation

Master Plan Update



The Study

The County of Simcoe is developing an update to the **Transportation Master Plan (TMP)**. The TMP is a long-range planning document that outlines transportation infrastructure needs and priorities to 2031 (short-term), 2051 (medium-term), and 2065 (long-term) horizons. The TMP will:

- Develop a forward-looking plan for all modes of travel: driving, transit, cycling, walking and commercial vehicles, airport, and rail freight facilities., and air.
- Provide connectivity between transportation modes to move people and goods sustainably, efficiently and safely based on mobility solutions
- Solicit and integrate public consultation and contributions from across the County
- Coordinate and collaborate with private sector, government agencies and municipalities
- Define policies and long-term strategies that will result in the protection of transportation corridors for all modes.

Process

This study is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the *Environmental Assessment Act*. The EA process includes extensive public engagement and consultation. Two rounds of engagement are being held, providing opportunities for members of the public to provide input and feedback throughout the study. Round 1 was held in March and April 2021.

Virtual Public Information Centre

A Virtual Public Information Centre is being held to present draft recommendations for infrastructure projects, strategies and policy directions and solicit feedback from residents and stakeholders.

Thursday April 14, 2022 through Sunday May 1, 2022

Please visit the County's TMP webpage at www.simcoe.ca/tmp to access the virtual Public Information Centre, submit comments, view maps and respond to the survey.

If you have any comments or questions regarding this study, please email tmp@simcoe.ca or contact the following:

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Notice of Collection/Use/Disclosure: All information is collected in accordance with the *Environmental Assessment Act, RSO 1990 Chapter E.18 Part II Section 5.1*. Information will be used to inform the project team in the development of recommendations to support the study vision and objectives. All submissions become part of the public record, and disclosed in full in accordance with the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*. Questions about this notice of collection should be directed to the Project Manager at tmp@simcoe.ca, or (705) 726-9300 ext. 1912. **This notice first published April 14, 2022.**





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[\(/CorporateCommunications/Pages/default.aspx\)](/CorporateCommunications/Pages/default.aspx) > County hosts second virtual Public Information Centre to engage residents on transportation strategy

Advisory

County hosts second virtual Public Information Centre to engage residents on transportation strategy



Midhurst/April 29, 2022 – The County of Simcoe is hosting a virtual Public Information Centre (PIC) to support updates to our regional Transportation Master Plan (TMP). Input received from residents will help provide direction for the planning, coordination and implementation of a multi-municipal road and

transit network, active transportation amenities (including bike lanes and trail networks), and commuter facilities for the next 30 years and beyond in Simcoe County.

“The success of the County's expanding public transportation network, including our LINX Transit Service, active transportation system, and road infrastructure, is essential in the day-to-day lives of residents, as well as for a strong economic future,” said Warden George Cornell. “Through our Transportation Master Plan update, we are looking at our approach to ensure that we meet the current and future needs of our growing municipalities. We have already conducted extensive public consultation, and we are now going back to our residents for their input on our strategy. We encourage residents to take the time to view our interactive virtual public information session and provide us with feedback over the coming month.”

Until May 29, 2022, interested parties are invited to visit www.simcoe.ca/tmp (<http://www.simcoe.ca/tmp>) to view the virtual Public Information Centre, an interactive engagement space containing project display boards, a public opinion survey and an area to submit feedback and comments. Two rounds of engagement are being held, providing opportunities for members of the public to provide input and feedback throughout the study. Round 1 was held in March and April 2021.

About the Transportation Master Plan

A Transportation Master Plan (TMP) is a long-term strategy to guide the planning, expansion and management of a multi-modal transportation system. A TMP provides strategies and policies that align with the County of Simcoe's growth and support its vision for the future transportation system. The County of Simcoe is developing an update to the TMP that will outline transportation infrastructure needs and priorities to 2051.

The TMP will:

- Develop a forward-looking plan for all types of travel: driving, transit, cycling, walking, commercial vehicles, air and rail freight
- Provide connectivity between transportation modes to move people and goods sustainably, efficiently and safely based on mobility solutions
- Define policies and long-term strategies that will result in the protection of transportation corridors for all modes
- Coordinate and collaborate with private sector, Indigenous communities, government agencies and municipalities
- Solicit and integrate public consultation and contributions from across the County

County of Simcoe is composed of sixteen member municipalities and provides crucial public services to County residents in addition to providing paramedic and social services to the separated cities of Barrie and Orillia. Visit our website at simcoe.ca.

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[LONG TERM CARE & SENIORS SERVICES CAREERS \(/HUMANRESOURCES/PAGES/LTC-CAREERS.ASPX\)](/HUMANRESOURCES/PAGES/LTC-CAREERS.ASPX)

[NEWSROOM \(/DPT/CCD/NEWS\)](/DPT/CCD/NEWS)

[LINX TRANSIT SERVICE \(/DPT/LINX\)](/DPT/LINX)

[CUSTOMER SERVICE \(/DPT/CS\)](/DPT/CS)

[CAREERS \(/HUMANRESOURCES/PAGES/CAREER-OPPORTUNITIES.ASPX\)](/HUMANRESOURCES/PAGES/CAREER-OPPORTUNITIES.ASPX)

[WASTE INFORMATION \(/DPT/SWM\)](/DPT/SWM)

[SIMCOE COUNTY MAPS \(/INFORMATIONTECHNOLOGY/PAGES/GIS.ASPX\)](/INFORMATIONTECHNOLOGY/PAGES/GIS.ASPX)

[DOING BUSINESS WITH US \(/DPT/PFP/BID\)](/DPT/PFP/BID)

[FAQS \(/FAQ\)](/FAQ)

[DONATE \(/DPT/LTC/FUNDRAISING\)](/DPT/LTC/FUNDRAISING)

5

County of Simcoe Administration Centre
1110 Highway 26 Midhurst, Ontario L9X 1N6
Phone: 705-726-9300
Toll Free: 1-866-893-9300

Helpful Links

[Site Map \(/sitemap\)](/sitemap) | [Accessibility \(/dpt/clk/accessibility\)](/dpt/clk/accessibility) | [Privacy Policy \(/privacy\)](/privacy)
[Facebook \(https://facebook.com/pages/County-of-Simcoe/415438561842023\)](https://facebook.com/pages/County-of-Simcoe/415438561842023) | [Twitter](#)
(<http://twitter.com/simcoecounty>) | [LinkedIn \(http://linkedin.com/company/county-of-simcoe\)](http://linkedin.com/company/county-of-simcoe) | [YouTube](#)

(<https://www.youtube.com/user/CountyofSimcoe>).

Copyright © (/_layouts/15/Authenticate.aspx?Source=/CorporateCommunications/Pages/county-hosts-second-virtual-public-information-centre-to-engage-residents-on-transportation-strategy.aspx) 2014 Simcoe County

Service Simcoe

Monday to Friday 8:00 am to 5:00 pm

Local: 705-735-6901

Toll Free: 1-800-263-3199

E-mail: info@simcoe.ca (<mailto:info@simcoe.ca>)

Appendix B: Advertisements

ENGAGEMENT SUMMARY

County of Simcoe Transportation Master Plan Update

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Advertisements

Social media advertisements used over the course of this study include the following platforms, copies of which are provided in the subsequent pages:

- Facebook: March 25, 2021 and April 28, 2022
- Instagram: March 25, 2021
- Twitter: March 25, 2021 and April 28, 2022

Facebook

https://www.facebook.com/CountyofSimcoe/

County of Simcoe
 @CountyofSimcoe

Home
 About
 Photos
 Events
 Videos
 Posts
 Community
 Create a Page

County of Simcoe
 March 25 · 🌐

The County of Simcoe is hosting a virtual Public Information Centre to support updates to our regional Transportation Master Plan. Share your thoughts to help guide transportation system plans and policies now and into the future.

From March 25 to April 11, 2021, visit <http://ow.ly/2Jxq50E8pRX> to view the virtual Public Information Centre. Here you will find an interactive engagement space containing project display boards, along with a public opinion survey and an area to submit feedback and comments.

For more details on the project visit <http://ow.ly/B17D50E8pRY>

Simcoe County Transportation Master Plan

County of Simcoe
 Government Organization

215 16 Comments 57 Shares

Like Comment Share

County of Simcoe

Intro
 The County of Simcoe Corporate Facebook page. News, events, and information for Simcoe County.

Page · Government organisation
 (705) 726-9300
 info@simcoe.ca
 simcoe.ca

County of Simcoe
 28 April at 16:24 · 🌐

The County of Simcoe is developing an update to its Transportation Master Plan that will outline transportation infrastructure needs and priorities to 2051. Visit the interactive virtual public information centre to view project display boards, and to take part in a public opinion survey and submit feedback and comments.
<https://dev.ibiviz.com/canada/on/simcoe/>

COUNTY OF SIMCOE TRANSPORTATION MASTER PLAN

2 2 shares

Like Comment Share

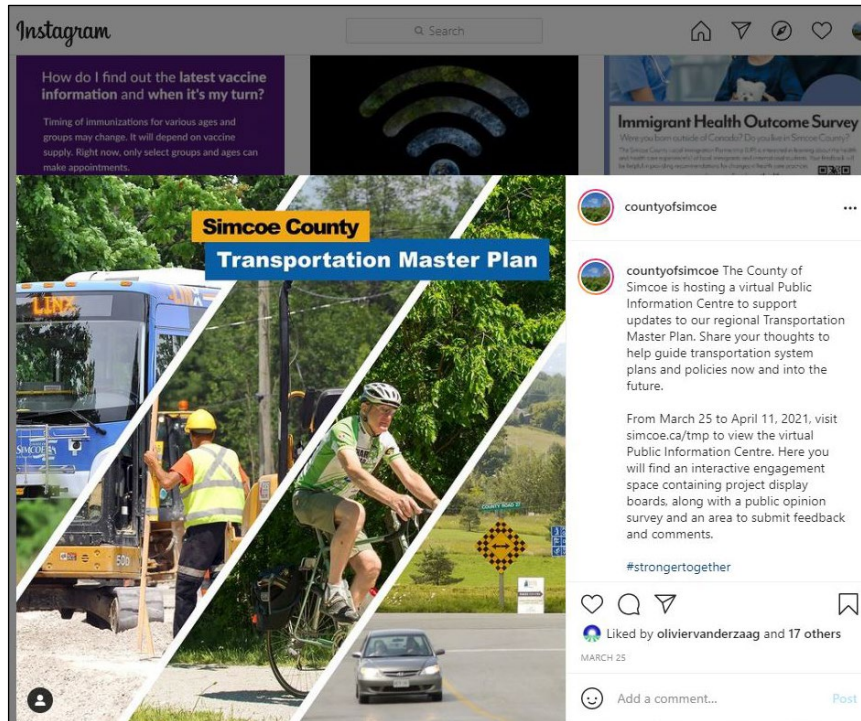
County of Simcoe
 28 April at 14:43 · 🌐

Volunteering is empathy in action! This profound human connection is at the heart of healthier individuals and stronger communities.

Volunteers truly bring heart to our communities.

#EmpathyInAction #NVW2022 #georgianmanor #georgianvillage #simcoemanor #sunsetmanor #trilliummanor #longtermcare #volunteer #volunteering #giftoftime #VolunteersBringHeart

Instagram



Twitter

 **County of Simcoe**
@simcoecounty

From Mar. 25-Apr. 11, #SimcoeCounty is hosting a virtual #PublicInformationCentre to support updates to our #TransportationMasterPlan. Help guide transportation plans for the next 30+ years. Visit ow.ly/uNGF50E8oUj to learn more or simcoe.ca/tmp to take part.



11:45 am · 25 Mar 2021 · Hootsuite Inc.

4 Retweets 1 Quote Tweet 6 Likes

 **County of Simcoe**
@simcoecounty

The County of Simcoe is developing an update to its Transportation Master Plan that will outline transportation infrastructure needs and priorities to 2051. Visit the interactive virtual public information centre and submit feedback and comments. dev.ibiviz.com/canada/on/simc...



4:26 PM · Apr 28, 2022

 2  Reply  Share

[Explore what's happening on Twitter](#)

Appendix C: PIC Display Boards

ENGAGEMENT SUMMARY

County of Simcoe Transportation Master Plan Update

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Public Information Centre Display Boards

Public Information Centre display boards used over the course of this study include the following, copies of which are included in the subsequent pages:

Round 1 Engagement

- Public Information Centre 1 Display Boards (March 2021)

Round 2 Engagement

- Public Information Centre 2 Display Boards (April 2022)

Simcoe County

Transportation Master Plan Update



Phase 1 Public Consultation

March 2021

Welcome

What is a Transportation Master Plan?

A Transportation Master Plan (TMP) is a long-term strategy to guide the planning, expansion and management of a multi-modal transportation system. A TMP provides strategies and policies that align with the County of Simcoe's growth and support its vision for the future transportation system.

The TMP Update will:

- Develop a forward-looking transportation plan for the County of Simcoe and expand the multi-modality of the transportation system including driving, transit, cycling, walking and the movement of commercial vehicles
- Identify appropriate infrastructure to support and manage growth and address the needs and priorities for both rural and urban communities
- Develop complementary transportation solutions informed by supporting provincial and local policies, including the Official Plan update
- Provide recommendations on managing a multi-municipal transportation system, improving safety and supporting the development of healthy communities

Consultation Objectives

The purpose of this consultation is to:

- ✓ Present the study and TMP process
- ✓ Invite feedback on the study's draft transportation vision and goals
- ✓ Identify your most important transportation needs, issues and opportunities



Help shape the TMP!

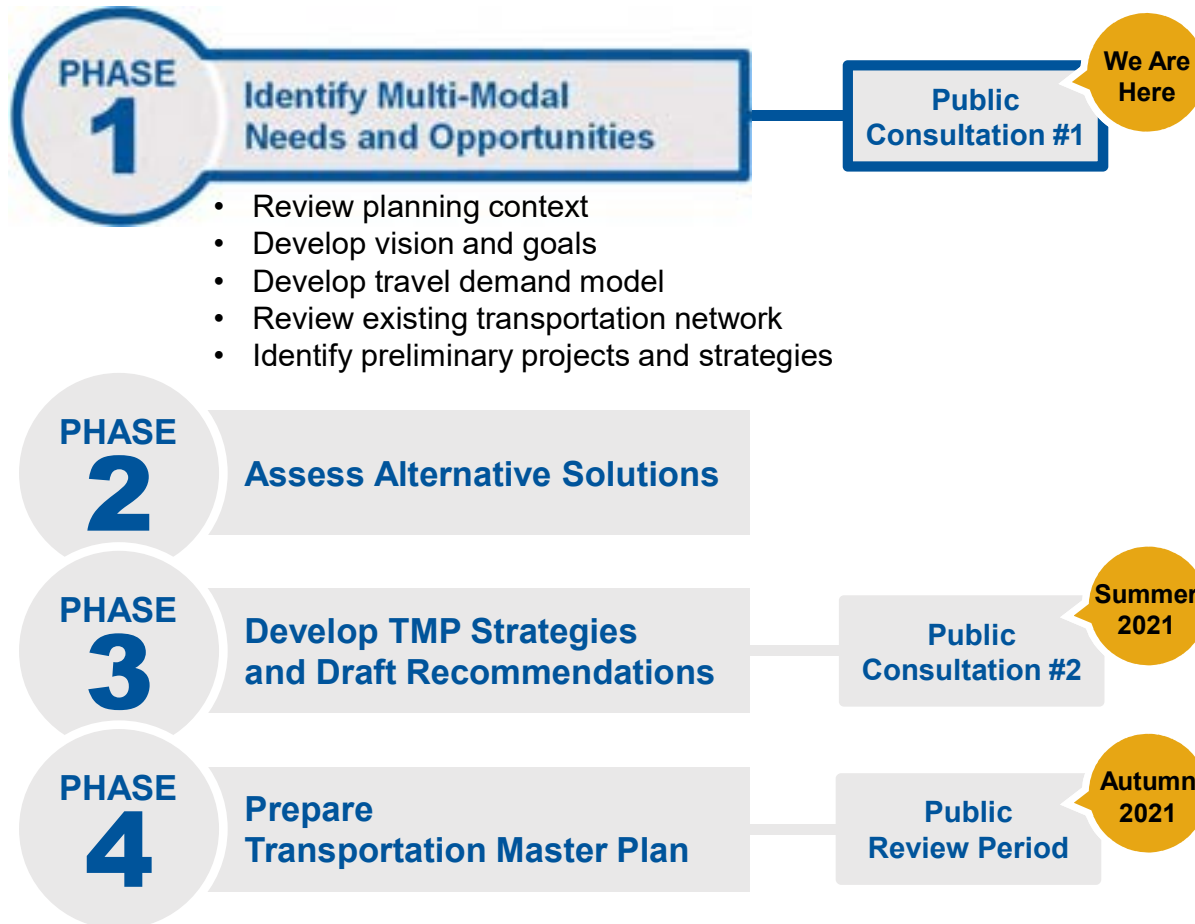
We want to hear your ideas and concerns about the transportation system.

To provide your input during this stage of the TMP, please visit simcoe.ca/TMP where you can:

- ✓ Complete the TMP Survey
- ✓ Submit comments

Study Process

The Transportation Master Plan study is following the Municipal Class Environmental Assessment Master Plan process.



Why is a TMP Update needed?

This Transportation Master Plan is a response to:

- Increasing emphasis toward an integrated transportation network with focus on transit and active transportation
- Significant growth and development pressures – especially in southern parts of the County – as well as seasonal residents and tourists
- Changing demographics and the changing needs of residents and businesses in rural areas
- An increasing emphasis on climate change adaptation and mitigation, equity and accessibility, active transportation, goods movement, complete streets, safety and sustainability

Planning Connections

Planning and Policy Connections

The Transportation Master Plan study is informed by local, regional and provincial plans and policies, and requires a coordinated approach between land use planning and transportation system planning. This will ensure the TMP meaningfully reflects the multi-municipal context of the County, and conforms to direction by the Province.



County of Simcoe Plans, Policies and Initiatives

Strategic Plan: Looking Towards 2025

- Informs the TMP Vision, Goals and Principles

County of Simcoe Official Plan

- County of Simcoe Growth Management Strategy

2014 Transportation Master Plan

- Informs the Vision, Goals and Principles

Lake Simcoe Regional Airport Strategic Plan

- TMP will complement the plan and support the airport's important role

Simcoe County Trails Strategy

- TMP will align with objectives of Trails Strategy

County of Simcoe 10-Year Economic Development Strategic Plan

- TMP will support the broad County economic development goals

Completed Environmental Assessments

- County Roads 4, 21, 28, 44, 50, 53, 88 and 90



Provincial and Regional Plans, Policies and Initiatives

Provincial Policy Statement

- TMP must conform to the Provincial Policy Statement

Growth Plan for the Greater Golden Horseshoe

- Section 6 – Simcoe Sub-Area

Metrolinx 2041 Regional Transportation Plan

- Two-way all-day service to Barrie
- Planned GO Rail Station in Innisfil

Ministry of Transportation of Ontario

- Highway 400 – Highway 404 Link (Bradford Bypass)
- Simcoe Area Multimodal Transportation Strategy

Transportation Plans of Adjacent Municipalities

- Region of York
- City of Kawartha Lakes
- Region of Peel
- Grey County
- Region of Durham
- Dufferin County
- District of Muskoka



Local Municipal Plans, Policies and Initiatives

16 Lower-Tier Municipalities in the County of Simcoe

- Official Plans
- Transportation Master Plans
- Municipal Transit Operators

County Context

The County of Simcoe is a vast, growing area with diverse transportation challenges and opportunities

- At over 4,800 square kilometres in land area and as an upper-tier municipality for 16 local (lower-tier) municipalities
- Home to over 300,000 residents, the County hosts over 8 million seasonal visitors who enjoy the area's rich natural heritage and quality recreational activities

The County of Simcoe has been growing steadily from a population of **262,048 in 2006** to **305,516 in 2016**, and is projected to grow to **555,000 by 2051**

- Manufacturing, the agri-food industry, aggregates and retail are important parts of the County's economy
- Recent and planned population growth is largely focused on southern parts of the County and on the southern shore of Nottawasaga Bay
- The TMP will aim to maintain efficient and reliable multi-modal transportation connections within the County, as well as with Barrie, Orillia and other adjacent municipalities and First Nations, and in particular with the Greater Toronto Area



A decorative yellow grid pattern, resembling a street map or network, is located in the top right corner of the page. It consists of thick yellow lines forming a grid that tapers and curves towards the bottom right.

Vision, Goals and Principles

Draft Vision

The draft **transportation vision** is a statement of a project's aspirations and articulates the desired future state of the County of Simcoe as it relates to its transportation system. It shapes decision-making and serves as a road map for where the County wants to be at the end of the TMP horizon. All recommendations within the TMP should progress toward achieving the vision.



Tell us what you think!

Do you agree with the draft transportation vision statement? Are there any changes you would suggest? Let us know by taking the survey at simcoe.ca/TMP

To provide a safe, efficient and adaptable
multi-modal transportation system
that supports vibrant, healthy and prosperous communities,
and responds to the County's vast geography,
growing permanent and seasonal populations,
and expanding economy.

Draft Goals

The draft **goals** follow from and break down the vision into a set of desired outcomes. They further guide decision-making during the TMP study.

Defining the study's goals is a necessary step in the Environmental Assessment process. It is important that these goals align with what the residents and stakeholders in the County of Simcoe want the transportation system to be as these goals will be used to evaluate potential recommendations later in the study.



Tell us what you think!

How important is each of the draft goals? Please provide comments you may have about how the goals can be improved by taking the survey at simcoe.ca/TMP



Connected Communities

Provides efficient and safe travel between communities via the County road network.



Efficient Goods Movement

Supports the local economy by enabling efficient movement of goods and commercial vehicles.



Transit as a Viable Choice for Everyday Travel

Enhances and supports transit as a competitive and effective mobility choice for all types of trips.



Safe and Connected Active Transportation

Enhances and expands walking, cycling and other active transportation facilities and infrastructure to connect and support healthy communities in the County.



Responsible, Forward-Looking Stewardship

Represents responsible investment in infrastructure and operations, targeting high cost-benefit ratios while ensuring the County is prepared for the future.



Protected Natural Environment

Mitigates disruption of habitats, waterways, agricultural land, natural heritage and natural resources and minimizes long-term climate impacts.

Draft Guiding Principles

The draft **guiding principles** are overarching value statements that act as building blocks for the development of the TMP. They build on the principles outlined in the 2014 TMP as well as through best practices in developing transportation master plans in Ontario.

1. Establish an efficient and integrated multi-modal transportation network.
2. Support safe and reliable movement of people and goods.
3. Plan for accessibility and equity in the transportation system.
4. Integrate transportation and land use planning.
5. Develop plans and policies with meaningful stakeholder and public engagement.
6. Protect transportation corridors to accommodate future needs.
7. Optimize fiscal spending through responsible stewardship.
8. Support strategies to safeguard the environment, reduce GHG emissions and be resilient to the impacts of climate change.

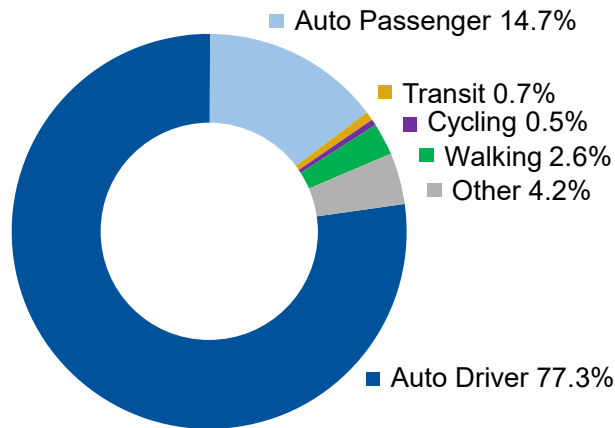
A decorative yellow grid pattern, resembling a map or network, is located in the top right corner of the slide. It consists of thick yellow lines forming a grid that tapers and curves towards the top right.

How County of Simcoe Residents Move

How Do County Residents Move?

Mode Share – All Weekday Trips

Trips To, From and Within County of Simcoe

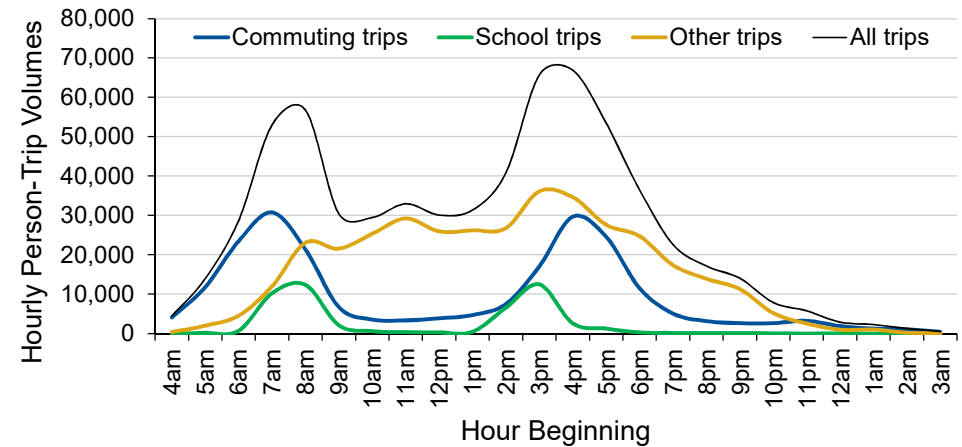


Source for All Data on Page: IBI Group Analysis of 2016 Transportation Tomorrow Survey

- Travel by personal auto is currently the dominant travel mode in the County of Simcoe
- Increasing the proportion of trips made by transit modes is an important strategy to help mitigate the impacts of population growth on the County's road network – the TMP will aim to better integrate transit services, and to increase and improve mobility choices for residents

Trip Start Time – All Weekday Trips

Trips To, From and Within County of Simcoe



*Trips outside of peak periods may be under-represented.

- Daily travel patterns include overall peaks at approximately 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 5:00 p.m., and commuting directly between home and work is a major component of both peak periods

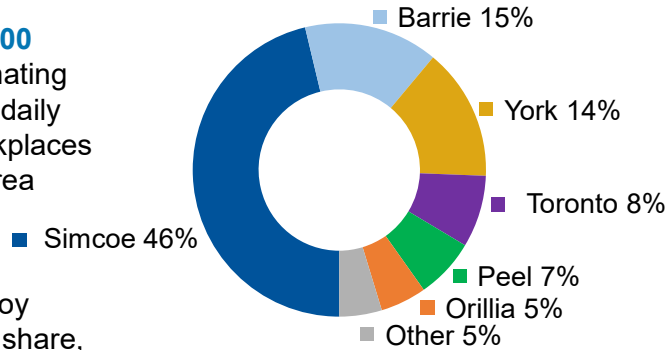
County of Simcoe Work Trips

Convenient and reliable **road and transit connections** will continue to help County residents and workers reach their places of employment

Destinations of Home-to-Work Trips

By County of Simcoe Residents

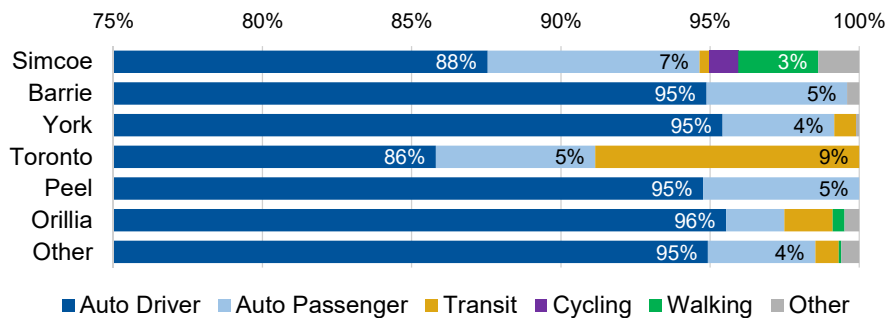
In 2016, there were **98,000** home-to-work trips originating in the County of Simcoe daily – more than 25% to workplaces in the Greater Toronto Area



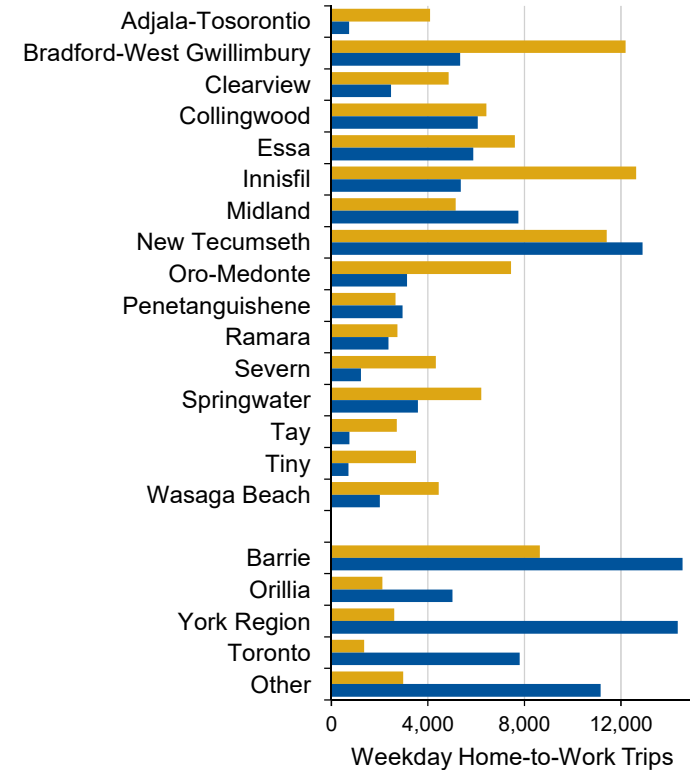
Work trips to Toronto enjoy the highest transit mode share, primarily via GO Transit connectivity

Mode Share by Work Destination

By County of Simcoe Residents



Home and Work Location Trips



■ Home Location of Workers in County of Simcoe
 ■ Work Location of County of Simcoe Residents

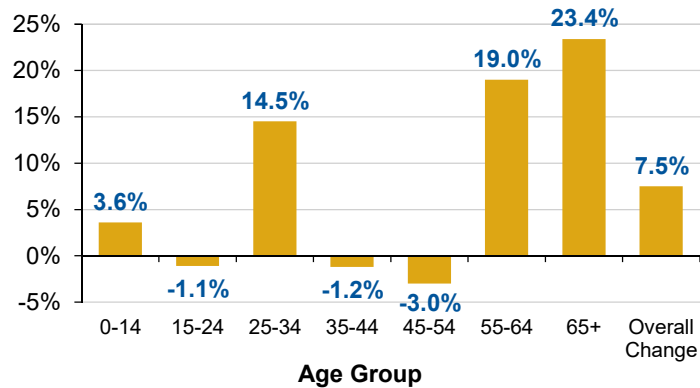
Source for All Data on Page: IBI Group Analysis of 2016 Transportation Tomorrow Survey

How are Travel Needs Changing?

Like most communities in Ontario, the population of the County of Simcoe is aging

- The TMP must consider travel mobility for a variety of trip purposes beyond commuting to and from work
- Residents aging out of driving need suitable and safe alternatives for their travel needs

Population Change by Age Group, 2011-2016



Source: IBI Group Analysis of 2011 and 2016 Census of Canada

Tell us what you think!

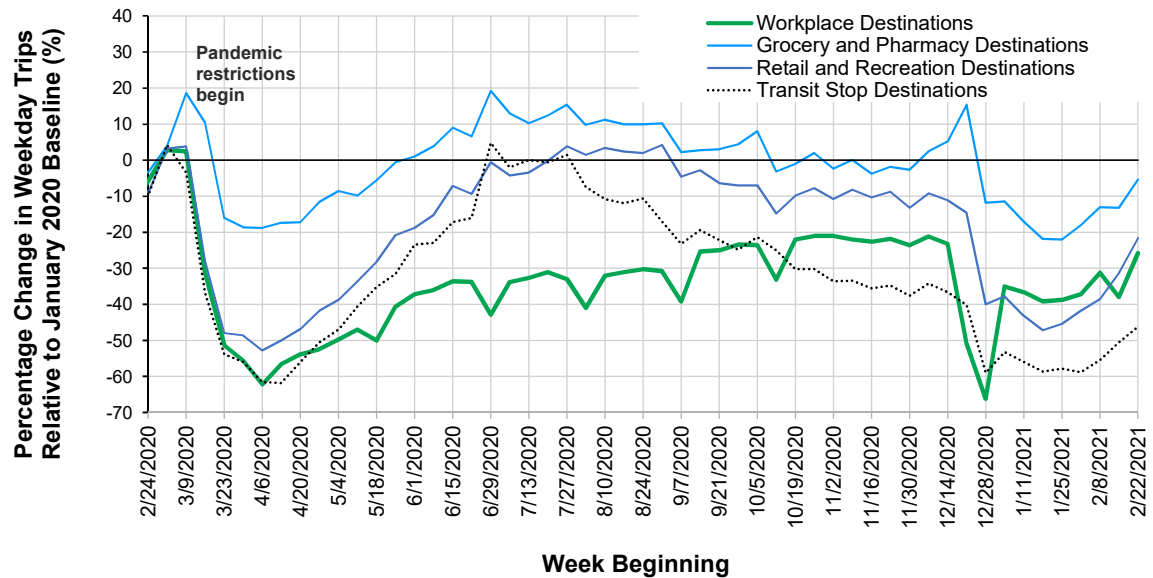


Please share any comments you may have on how travel needs may be changing by taking the survey at simcoe.ca/TMP

The COVID-19 pandemic may result in long-lasting changes to County transportation

- There may be a shift working from home more often even beyond the pandemic
- More time spent at home may increase the appeal of County of Simcoe to workers in the Greater Toronto Area

Change in Weekday Trips to County Destinations due to COVID-19



Source: IBI Group Analysis of Google Community Mobility Data, 2021

A decorative yellow grid pattern, resembling a street map or network, is located in the top right corner of the slide. It consists of various lines and nodes, some of which are circular, forming a complex web-like structure.

Transportation Issues and Needs

Road Network

Roads within the County are the responsibility of the Province, the County or local municipalities, depending on the function they serve.

The TMP focuses on improving the operations and safety of the **County Road network**, which consists of routes that connect local municipalities, communities and locations of County significance.

- The County Road network provides redundancy for the Provincial highway network.
- Local municipalities focus on more local transportation connections. Some local roads have been recommended to become County responsibility based on past assessments.

The TMP will consider the road expansion and improvement plans of different governments, including MTO's plans for the Highway 400-404 Bradford By-Pass.

Tell us what you think!



Where do you experience operational or safety concerns on the County Road Network? What steps do you think the County should take to address these concerns?

Share your ideas, issues or opportunities on the map at simcoe.ca/TMP



Active Transportation

Active Transportation (AT) is human-powered travel such as **walking and cycling**, as well as travel with the use of **mobility aids**. The TMP considers AT infrastructure and facilities.

The TMP will develop strategies to better accommodate walking and cycling, improve safety and better connect communities.

- Enhancing safe active transportation options and bridging connections between travel modes is important to developing a multi-modal transportation system.
- The TMP will complement the existing trail network and establish a priority for bike lanes on County roads informed by local municipality input and the Trails Strategy.
- Learn more about the County of Simcoe Trails Strategy and other related information [here](#).

Tell us what you think!



How can the County encourage you to walk or cycle more often? What factors discourage you? Let us know by taking the survey at simcoe.ca/TMP



Transit Options

The County of Simcoe's transit connections include:

- The County's LINX transit system (launched in 2018)
- Five inter-regional transit services
- Seven transit services run by local municipalities
- Transit services in Barrie and Orillia
- Chimnissing Transit

Some challenges residents may face include lack of fare integration among different transit providers and gaps in service.

The TMP will help the various transit systems work better together, including partnership opportunities, enhancing or streamlining services and **improving connectivity** between different transit services.

Tell us what you think!



Tell us your thoughts about existing transit services and share ideas about how best to improve transit by taking the survey at simcoe.ca/TMP



Goods Movement

The TMP will consider opportunities to better **support and manage goods movement** throughout the County by all modes of transport.

The efficient and reliable transport of goods to, from and within the County of Simcoe supports the economic vitality of local businesses. Different transport modes play important roles:

- **Trucks** transport a range of goods, including manufacturing inputs and products, consumer goods, construction materials and equipment. Numerous quarries throughout the County supply aggregates carried by trucks to construction sites that prepare the County for its growing population. County farmers rely on trucking to send corn, soybeans, meat, dairy and other products to markets and processors. Trucks also support important services such as waste removal. The manufacturing sector, transportation logistics and warehousing benefit from connections to the provincial highway network and close access to producers.
- The **Simcoe County Airport** is well positioned to move high-value, time-sensitive goods.
- **Rail** moves manufactured goods and bulk freight via national rail mainlines as well as two shortline railways.



Next Steps

Following this round of consultation, we will:

- ✓ Review your feedback to better understand your needs and priorities
- ✓ Finalize the TMP's Vision and Goals based on your input
- ✓ Outline the transportation needs, issues and opportunities, building on your input
- ✓ Develop recommended infrastructure projects and services
- ✓ Develop supporting policies and strategies
- ✓ Present recommendations at the second round of public consultation (expected to take place in Summer 2021)



Share your input and stay connected!

Provide your feedback on the Draft Vision and Goals, your thoughts on transportation needs, and your suggestions on where we can best focus transportation improvements in the County of Simcoe. Help shape the TMP study by visiting simcoe.ca/TMP to:

- ✓ Complete the TMP Survey
- ✓ Share your ideas and issues on the study map
- ✓ Stay connected to see the latest updates for the TMP

Study Project Managers

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COUNTY OF SIMCOE

TRANSPORTATION MASTER PLAN



Public Consultation 2

Transportation Strategies and Draft Recommendations

April - May 2022





STUDY UPDATE

WELCOME

Why do we need to update the Transportation Master Plan?

The Transportation Master Plan (TMP) is a long-term strategy to guide the planning, expansion and management of a multi-modal transportation system.

Updating the TMP will help support the County of Simcoe's vision for its future transportation system and ensure that current issues and growth are responded to with an increased focus on transit, active transportation and the environment.

The TMP will...

- Identify potential transportation improvements for all modes of travel: **driving, transit, cycling, walking and goods movement**
- Build on public and stakeholder input to identify transportation solutions and address the needs and priorities for rural and urban communities
- Outline transportation policies and strategies to support growth and respond to existing and future conditions



Consultation Objectives

The purpose of this consultation is to:

- ✓ Update the public on the TMP Study
- ✓ Invite feedback on the draft transportation networks, strategies and policies
- ✓ Identify any additional changes required to further align recommendations to study Vision and Goals

Help shape the TMP!

We want to hear your ideas and concerns about the draft transportation strategies and recommendations.

To provide your input during this stage of the TMP, please visit simcoe.ca/TMP where you can:

- ✓ Complete the TMP survey
- ✓ Share input on recommendations

STUDY PROCESS



Identify Needs & Opportunities

Public Consultation 1

We asked you:

- ✓ For feedback on the study's Vision and Goals
- ✓ To identify transportation needs and opportunities



Assess Alternative Planning Solutions

Public Consultation 2

We are asking you:

- ✓ To provide feedback on the draft recommended projects, policies and transportation solutions



Develop Strategies & Recommendations



Prepare TMP Report

Public Review Period

You have the opportunity:

- ✓ To review the draft TMP available for a 30-day public review period

How does the TMP study fit with the broader transportation system?

The County works with its local municipalities and aligns with provincial plans and policies to plan for the overall transportation network in Simcoe County.



Provincial Policy Statement
Growth Plan for the GGH
GGH Transportation Plan
Provincial Highways
GO Transit (Metrolinx)
Ontario Provincial Police



Official Plan
County Roads
Simcoe County LINX
Lake Simcoe Regional Airport
Police and Emergency Services
Regional Active Transportation
Travel Demand Management



16 LOCAL MUNICIPALITIES

Local Municipal Roads
Local Transit Systems
Local Active Transportation
By-Laws

YOU SAID IT

As part of Public Consultation Round 1, a mapping tool and public survey received nearly 300 submissions. Participants represented all 16 of Simcoe County’s local municipalities, as well as nearby cities. Below are some of the things we heard.



Click to learn more about public and stakeholder consultation by viewing the [Engagement Summary Report](#)

“
Traffic circles instead of signals have been an improvement – more, please. | [Collingwood](#)



I am concerned that a continued focus on car-centred travel and level of service actually creates congestion. | [East Gwillimbury](#)

Please seriously look at specific routes for commercial vehicles away from residential areas. | [Midland](#)



Plans for traffic circles on Horseshoe Valley Road must be worked on soon to stop speeding transport trucks. | [Oro-Medonte](#)

Better connections to Toronto of any kind would benefit the entire Simcoe County. | [Collingwood](#)



Due to physical and financial challenges, factor in the need for affordable, accessible transit within smaller communities. | [Essa](#)

There needs to be physical separation on major arteries to keep cyclists / pedestrians safe. | [Midland](#)



Bike lanes mean better and healthier communities. | [Collingwood](#)

Need to be forward-thinking in addressing connectivity issues. | [Innisfil](#)



Invest in things that will help people get from A to B. Public transportation, bike paths for commuting and for leisure. | [Adjala-Tosorontio](#)

”
EV buses, trains, cars and trucks must be a focal point now and in the future allowing us to be environmentally sound, while reducing pollution. | [Barrie](#)



Focus on environmental sustainability – ensuring low-GHG emissions, protecting natural lands, and ensuring that the transportation system does not encourage further urban sprawl. | [Clearview](#)

Note: Wording of some quotes has been simplified

UPDATED VISION

The **transportation vision** statement reflects the desired future of Simcoe County as it relates to transportation. Based on input received as part of the first round of public consultation, the vision was updated.

A safe, efficient and accessible multi-modal transportation system that responds to the County's vast geography, provides the connectivity needed for its growing and changing populations and businesses, and supports community and environmental health.

UPDATED GOALS

The **goals** represent outcomes of the TMP study and support the vision. They are also used to evaluate potential planning solutions throughout the study.

Based on input received as part of the first round of public consultation, the goals were updated.



Connected Communities

Provide efficient and safe travel between County communities and to adjacent municipalities via the County road network.



Efficient Goods Movement

Supports the local economy by enabling efficient movement of goods and commercial vehicles.



Transit as a Viable Choice for Everyday Travel

Enhance and support transit as a competitive, effective and equitable mobility choice for all types of trips between County communities.



Safe and Connected Active Transportation

Enhance and expand walking, cycling and other active transportation facilities and infrastructure to connect and support healthy communities in the County.



Responsible, Forward-Looking Stewardship

Represent responsible investment in infrastructure and operations, targeting high cost-benefit ratios while ensuring the County is prepared for the future.



Protected Natural Environment

Mitigate disruption of habitats, waterways, agricultural land, natural heritage and natural resources while minimizing long-term climate impacts and increasing resilience to potential climate change impacts.

TRANSPORTATION NEEDS

Needs were identified through technical analysis, stakeholder consultation, and input provided from the first round of consultation.

The following needs have been identified for different components of the transportation network.



Click to learn more about transportation needs and opportunities in Simcoe County by viewing the **Phase 1 Report**

1 Road Network

- Need for a complete streets approach to consider all road users
- Need to respond to rapid growth pressures in southern Simcoe County
- Need to adapt to seasonal traffic, especially in the north
- Need for improved connectivity to the GTA
- Address localized capacity concerns
- Need to review road jurisdiction

2 Transit Network

- Need to consolidate transit into a single, more effective system to improve connectivity, integration and coordination between lower-tier municipalities
- Need for improved accessibility and specialized transit
- Need for expanded service and coverage and improved rider experience
- Need for improved sustainable infrastructure and vehicles

3 Cycling Network

- Need for safer, dedicated on-road cycling connections
- Need for improved connectivity to off-road trail network
- Need to continue complete streets approach with active transportation facilities considered throughout the road planning process

4 Supporting Strategies

- Need to maximize support in Lake Simcoe Regional Airport
- Need to plan for new and emerging transportation technologies
- Need to develop strategies the maximize existing infrastructure and support infrastructure recommendations (e.g. travel demand management strategy, safety strategy)

TRANSPORTATION OPPORTUNITIES

The following statements summarize the opportunities to improve the transportation system in Simcoe County.

The needs and opportunities serve as the launch pad for Phases 2 and 3 of the TMP study.

1 Adapt the County **road network** to address constraints and integrate all travel modes. Respond to growth to improve the safe and efficient movement of goods and people.

2 Grow County **transit** connections and coverage to respond to growth and support mode share uptake. Support local transit and improve regional transit integration.

3 Elevate the role of **active transportation** to respond to a growing demand for safe, dedicated cycling routes. Build County-wide cycling connections.

4 Develop a framework for **supporting strategies and polices** to achieve goals of the TMP and support the County's investment in transportation infrastructure.



NETWORK ALTERNATIVES




NETWORK ALTERNATIVES

















Two potential network alternatives can respond to the needs and opportunities presented in slides 8 and 9. These will be evaluated against the base case. One of these high-level approaches will be selected as the preferred network alternative to help guide the future of Simcoe County's transportation system.

Base Case	Trend Scenario	Higher Sustainability
<p>Represents the baseline approach and consists only of committed and funded projects.</p> <p>Only under construction or already funded road projects and active transportation projects are included.</p> <p>No additional transit system investment planned.</p>	<p>Continues transportation planning in the same manner as the previous ten years, with an emphasis on increasing road capacity to meet new travel demand.</p> <p>Higher scoring road network projects included.</p> <p>Planned transit expansion and investment maintained.</p> <p>Active transportation routes carried forward from previous TMP.</p>	<p>Focuses on more sustainable travel modes while recognizing the importance of selective road network improvements.</p> <p>Highest impact road network projects included.</p> <p>Transit service optimized with integration of all local and County services.</p> <p>Key active transportation routes prioritized for shorter-term implementation.</p>

EVALUATION OF NETWORK ALTERNATIVES

The alternative planning approach that has the greatest alignment with the goals becomes the **preferred network alternative**: the planning approach that will be used to develop recommendations and policies of the TMP.

-  **Very Effective:** Aligns well with goal
-  **Somewhat Effective:** Somewhat aligns with goal
-  **Not Effective:** Does not align with goal

		PREFERRED	
	Base Case	Trend Scenario	
Goal 1 – Connected Communities			
Goal 2 – Efficient Goods Movement			
Goal 3 – Transit as a Viable Choice for Everyday Travel			
Goal 4 – Safe & Connected Active Transportation			
Goal 5 – Responsible, Forward-Looking Stewardship			
Goal 6 – Protected Natural Environment			



DRAFT RECOMMENDATIONS

ROADS | Draft Recommendations

The TMP recommends changes to the **County road network** to help respond to growth:

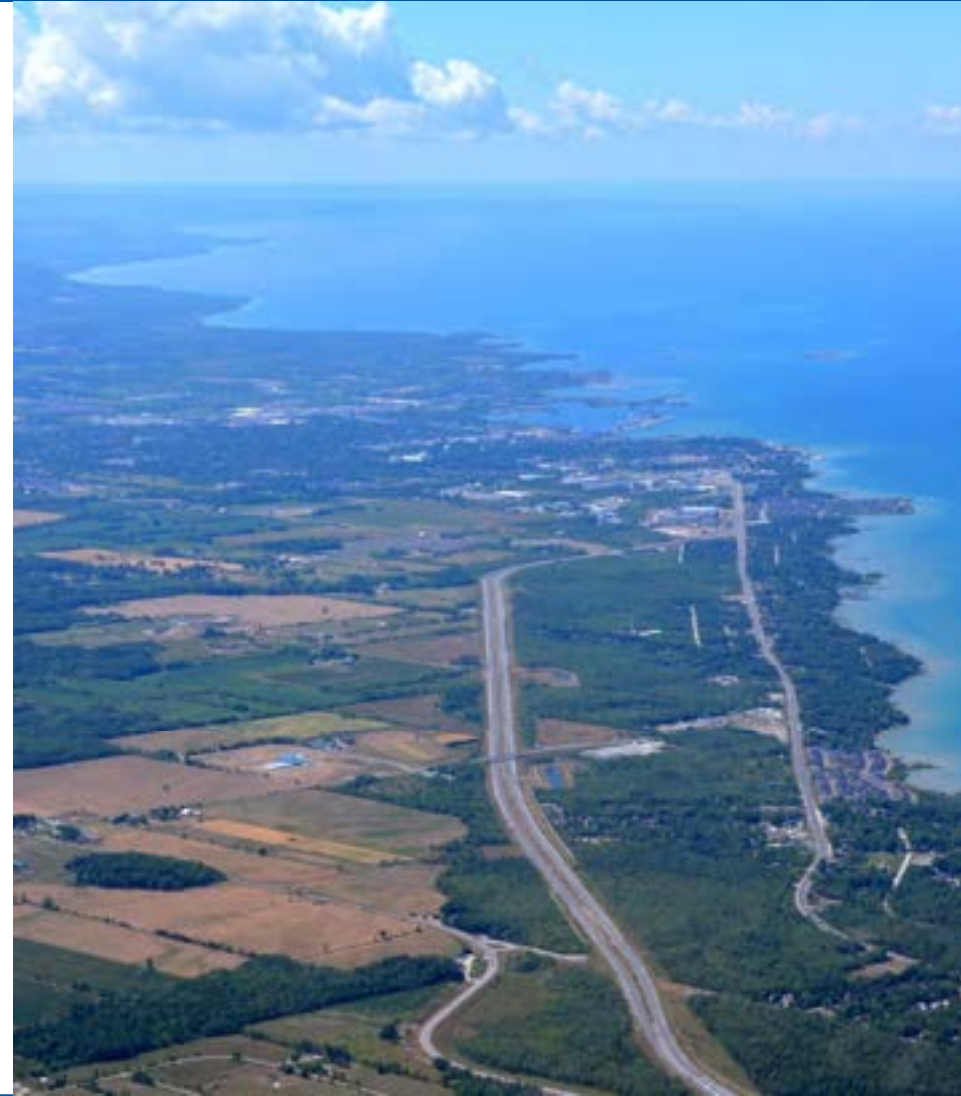
Road widenings are recommended in response to increased traffic demand (next slide). Timing of road widening projects will be determined as the study progresses.

Roads transferred to the jurisdiction of the County of Simcoe will help complete a network of County roads that support **efficient movement** of people and goods.

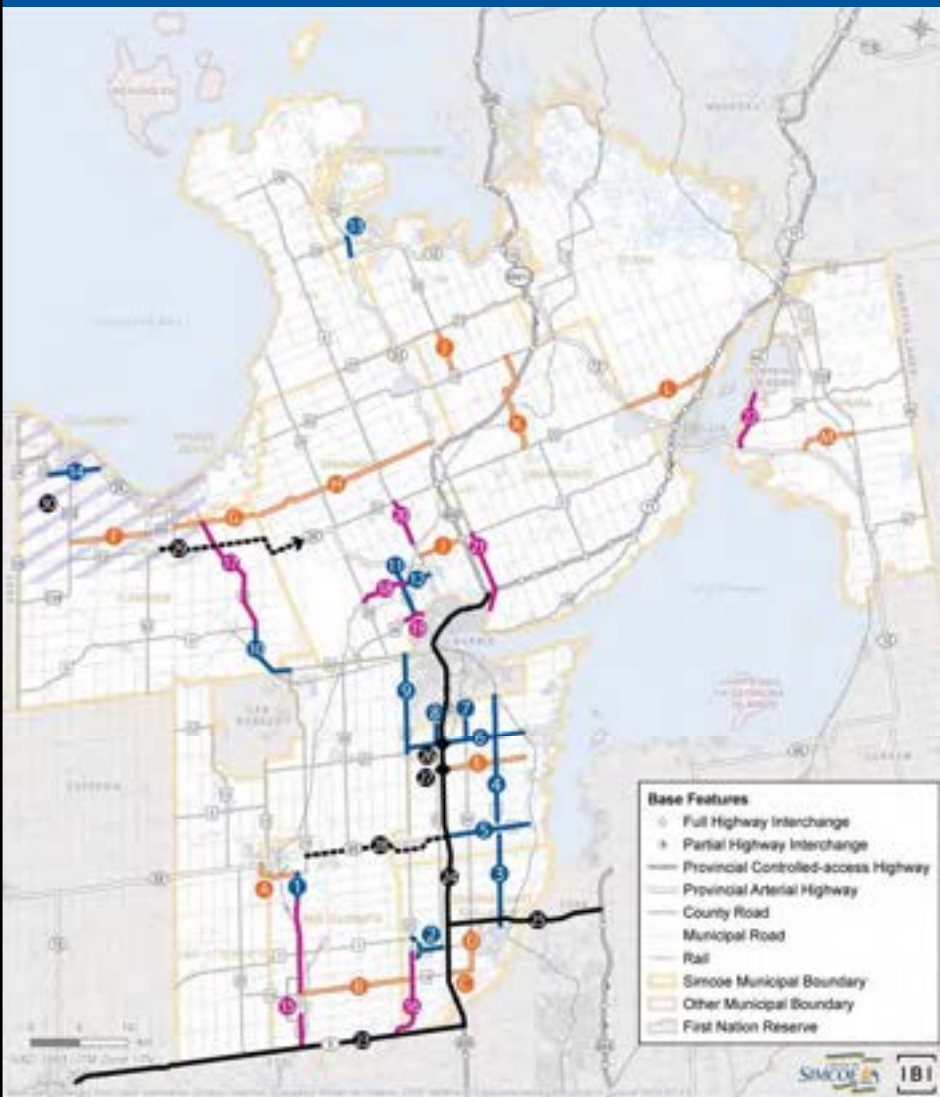
Changes to the road network also aim to **improve safety** for all road users including drivers and cyclists. Cycling improvements and improved signal crossings are benefits that can be bundled with changes to the road network.

Strategies to **manage traffic** through communities are an alternative to building new roads. For instance, improvements to 5th Line in New Tecumseth will help manage traffic in Tottenham.

The County supports improvements to **provincial roads** to help move people and goods move to, from and through Simcoe. An east-west capacity improvement study between the Province and Simcoe County is recommended for Northwest Simcoe.



ROADS | Draft Recommendations



Road Transfers to County Jurisdiction

- Ⓐ Industrial Parkway
- Ⓑ 5th Line
- Ⓒ 5th Line
- Ⓓ 10 Sideroad
- Ⓔ 6th Line
- Ⓕ Nottawasaga 27/28 Sideroad
- Ⓖ 12 Concession Sunnidale Road
- Ⓗ Flos Road 4
- Ⓘ Forbes Road (alignment to be decided)
- Ⓚ Line 3 North
- Ⓛ Line 6 North / Line 7 North
- Ⓜ Division Road
- Ⓝ Ramara Township Road 46

County Road Projects by 2051

- ① CR 10 Widening
- ② CR 88 Widening / Bond Head Bypass
- ③ CR 4 Widening (Underway)
- ④ CR 4 Widening
- ⑤ CR 89 / CR 3 Widening
- ⑥ CR 21 Widening (Underway)
- ⑦ CR 54 Widening
- ⑧ CR 53 Widening
- ⑨ CR 27 Widening
- ⑩ CR 10 Widening
- ⑪ CR 53 Widening
- ⑫ CR 43 Widening
- ⑬ CR 93 Widening
- ⑭ CR 32 Widening

CR = County Road

Note: Timing for County road jurisdiction changes and road projects to be determined as the study progresses

Corridors Deferred Beyond 2051 for Study

- ⑮ CR 10
- ⑯ CR 27
- ⑰ CR 10
- ⑱ CR 43
- ⑲ CR 40
- Ⓝ CR 27
- ⑳ CR 93
- ㉑ CR 44

Provincial Road Projects

- ㉒ Highway 9 New Capacity Expansion
- ㉓ Highway 400 New Capacity Expansion
- ㉔ Highway 400-404 Connecting Link - Bradford Bypass
- ㉕ Highway 400 / Innisfil Beach Road Overpass

County Supported Provincial Road Projects

- ㉖ * New Highway 400 / Line 6 Interchange
- ㉗ * Highway 89 East-West Link Improvement (concept)
- ㉘ * Highway 26 Road Widening (east of Stayner)
- ㉙ * Highway 26 Collingwood Stayner Bypass (alignment unconfirmed)

* Project is unconfirmed and subject to further study; No funding or timeline committed.

Recommended Road Network Capacity Study

Joint MTO-Simcoe County East-West Capacity Improvement Study. Other road projects identified in the road network capacity study area are subject to change based on study findings.



Let us know what you think of the recommended road network by taking the survey

TRANSIT | Draft Short-Term Actions

The TMP recommends **short-term actions** within 5 years to support public transit based on the following key directions:



Let us know what you think of the recommended transit actions by taking the survey



CONNECTIVITY AND COORDINATION

- Consolidate transit into a single system to improve the customer experience and service connectivity
- Complete a review of transit terminal to allow better interchanges with municipalities
- Implement weekend and late-night service trial with a focus on post-secondary and shift-work demand in evenings



FARE INTEGRATION

- Initiate review of regional transit fare policy
- Explore technologies and products that would accommodate inter-agency fares



ACCESSIBILITY

- Engage transit users to determine most-need improvements for specialized transit and accessibility
- Create a design standards transit stop to standardize amenities and responsibilities with other municipalities
- Create standards for specialized transit transfer point with other municipalities



SUSTAINABLE INFRASTRUCTURE AND VEHICLES

- Investigate funding opportunities to purchase and operate zero-emissions busses
- Conduct review of other transit agencies' sustainable technologies for infrastructure like bus stops and depots



GOVERNANCE, FUNDING AND OPERATING MODELS

- Start implementation of regional transit model as part of Regional Government Review
- Review delivery need and opportunities
- Improve coordination of transit vision, planning and strategy in the County of Simcoe

TRANSIT | Draft Long-Term Actions

The TMP recommends **long-term actions** beyond 5 years to support public transit based on the following key directions:



Let us know what you think of the recommended transit actions by taking the survey



CONNECTIVITY AND COORDINATION

- Identify and prioritize improvements at key transit connections in conjunction with service coordination
- Review and leverage opportunities for transit service coordination on key corridors



FARE INTEGRATION

- Implement fare strategy recommendation developed from short-term action
- Monitor best practices at peer agencies for continuous improvement



ACCESSIBILITY

- Implement design standards framework for bus stops
- Ensure that Simcoe County complies with or exceeds AODA standards



SUSTAINABLE INFRASTRUCTURE AND VEHICLES

- Transition to a zero-emissions buses with garage infrastructure to support new and future technology
- Support the efforts of regional transit agencies to green their operations



GOVERNANCE, FUNDING AND OPERATING MODELS

- Complete implementation of regional transit model
- Continue to refine and improve regionally integrated transit service, including connections to expanded GO Transit and intercity services
- Create and implement a five-year transit plan and long-term transit vision

ACTIVE TRANSPORTATION | Draft Recommendations

Active transportation is human-powered travel such as walking and cycling, as well as travel with the use of mobility aids.

The TMP recommends the following active transportation supportive items:

Priority cycling routes (following slide) will serve as the core County-wide cycling network with accelerated implementation

Priority routes serve **multi-purpose cycling trips** (e.g. transportation, recreation and tourism purposes)

Previously proposed cycling routes from the 2014 TMP will also be carried forward to form the **ultimate cycling network**, filling in key gaps

To improve **pedestrian safety**, County roads that run through settlement areas should be designed with enough right-of-way to allow local municipalities to construct sidewalks

ACTIVE TRANSPORTATION | Draft Recommendations

The TMP recommends a **cycling network** based on priority routes:

- Ⓐ County Road 25 (Balm Beach Road)
- Ⓑ Oro-Medonte Rail Trail
- Ⓒ County Road 21 (Innisfil Beach Road)
- Ⓓ County Road 4 (Yonge Street)
- Ⓔ Concession 6 Nottawasaga Road
- Ⓕ County Rd 9
- Ⓖ Clearview Collingwood Train Trail
- Ⓗ Clearview Collingwood Train Trail Extension
- Ⓘ Great Lakes Waterfront Trail
- Ⓝ County Road 32 (Poplar Sideroad)
- Ⓚ Trans Canada Trail Improvements
- Ⓛ County Road 32 (Sixth Street)
- Ⓜ County Road 45 (Monck Road)
- Ⓝ County Road 43 (Snow Valley Road)
- Ⓞ County Road 93 (Penetanguishene Road)

Let us know what you think of the recommended cycling priority network by taking the survey



STRATEGIES TO IMPROVE TRANSPORTATION

A suite of strategies are recommended to improve the transportation system in Simcoe County as well as support previous recommendations.



SAFETY STRATEGY

- Develop a road safety program that regularly collects data, identifies collision hot-spots, funds safety studies, and mitigates safety issues through capital improvements
- Follow road and active transportation design best practices



AIR TRAVEL

- Continue to support the use of the Lake Simcoe Regional Airport for goods movement
- Study upgrade of 7 Line and Highway 11 in partnership with MTO to improve access



COMMERCIAL VEHICLES

- County roads will continue to serve commercial goods movement, in conjunction with provincial highways



NEW TECHNOLOGIES

- Support the electrification of private vehicles and consider public charging stations at County buildings and offices
- Develop a plan to support and regulate connected and automated vehicles, and align efforts with the province



FREIGHT RAIL

- Support modal shift initiatives that expand rail freight use
- Continue to use TAC guidance for rail grade separations



TRAVEL DEMAND MANAGEMENT (TDM)

- Monitor the need for a separate and targeted TDM program
- Consider hiring a TDM specialist
- Integrate TDM into development planning and include active transportation facilities at transit stops



CARPOOL LOTS

- Identify gaps and provide new carpool lots to encourage ride sharing (e.g. Midland, Collingwood, Angus, Alliston, Tottenham)
- Undertake study to identify sites, jurisdiction and funding plan



COMMUNICATIONS & UTILITIES

- Ensure County rights-of-way support future utility needs



ROAD DESIGN GUIDELINES

- Update road design guidelines to reflect a complete streets approach, where all road users and uses are considered
- Continue to use current reference guides and design manuals to ensure best practices and design standards are followed



ROAD CLASSES & RATIONALIZATION

- Carry forward existing functional roadway classifications
- Carry forward existing road rationalization framework for recommended road jurisdiction changes from previous TMP

NEXT STEPS

Following this round of consultation, we will:

- ✓ Review your feedback to understand if any changes to the draft recommendations are needed
- ✓ Finalize the future road network, active transportation network (including facility type for cycling priority routes) and transit network recommendations
- ✓ Confirm phased implementation plan and costing for various transportation system components
- ✓ Finalize supporting strategies and policies
- ✓ Prepare Transportation Master Plan draft report (expected for public review in Spring 2022)

Study Project Managers

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Consultant Project Manager
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Share your input and stay connected!

Tell us what you like and don't like – Share your feedback on the draft transportation recommendations for the County of Simcoe TMP. Help shape the TMP study by visiting simcoe.ca/TMP to:

- ✓ Complete the TMP survey to share your input on the draft recommendations
- ✓ Stay connected to see the latest updates for the TMP

THANK YOU



COUNTY OF SIMCOE
TRANSPORTATION MASTER PLAN



Appendix D: Stakeholder Meeting Materials

ENGAGEMENT SUMMARY

County of Simcoe Transportation Master Plan Update

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Stakeholder Meeting Materials

Stakeholder meeting materials produced over the course of this study include the following, copies of which are provided in the subsequent pages:

Round 1 Engagement

- Municipal Advisory Committee 1 presentation
- Municipal Advisory Committee 1 meeting minutes
- Technical Advisory Committee 1 presentation
- Technical Advisory Committee 1 meeting minutes

Round 2 Engagement

- Municipal Advisory Committee Meeting 2A presentation
- Municipal Advisory Committee Meeting 2A meeting minutes
- Municipal Advisory Committee Meeting 2B presentation
- Municipal Advisory Committee Meeting 2B meeting minutes
- Municipal Advisory Committee Meeting 2C presentation
- Municipal Advisory Committee Meeting 2C meeting minutes
- Technical Advisory Committee 2 presentation
- Technical Advisory Committee 2 meeting minutes
- Active Transportation Focus Meeting presentation
- Active Transportation Focus Meeting minutes
- Regional Government Review Meeting presentation
- Transit Focus Meeting presentation
- Transit Focus Meeting minutes



County of Simcoe
Transportation Master Plan Update
Municipal Advisory Committee #1

PRESENTED BY IBI GROUP
APRIL 09, 2021



Agenda

1.0 Welcome and Introductions

2.0 Overview of TMP Update Process

**3.0 Draft Transportation Vision,
Goals and Guiding Principles**

**4.0 Transportation Needs and
Opportunities**

**5.0 Public Information Centre #1
Overview**

6.0 Transit Integration

7.0 Discussion and Comments

8.0 Next Steps



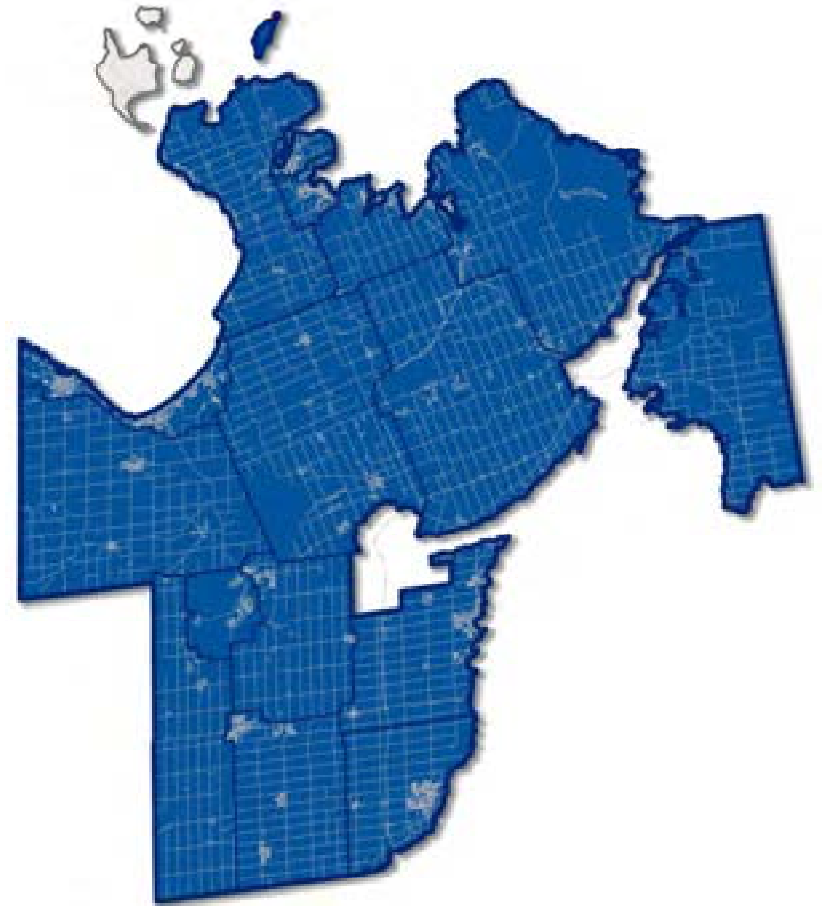
1.0 Welcome and Introductions

Purpose of the Municipal Advisory Committee

- Identify key considerations and opportunities to be addressed by the ***Transportation Master Plan (TMP)*** - a long-term strategic plan that guides transportation policy, infrastructure and services under the jurisdiction of the County of Simcoe
- Gather specific input from lower-tier municipalities related to their local needs and issues
- Ensure municipal context and planning is considered and integrated (e.g. lower-tier TMPs, EAs, active transportation plans, local municipal transit)
- Recognize and respect different plans, perspectives and values

Introductions

- County of Simcoe Team
- IBI Group Team
- Municipal Representatives
 - Township of Adjala-Tosorontio
 - Township of Oro-Medonte
 - Town of Bradford West Gwillimbury
 - Township of Penetanguishene
 - Township of Clearview
 - Township of Ramara
 - Town of Collingwood
 - Township of Severn
 - Township of Springwater
 - Township of Essa
 - Township of Tay
 - Town of Innisfil
 - Township of Tiny
 - Town of Midland
 - Town of Wasaga Beach
 - Town of New Tecumseth





2.0 Overview of TMP Update Process

**3.0 Draft Transportation Vision,
Goals and Guiding Principles**

**4.0 Transportation Needs and
Opportunities**



(switch to PIC slides)



5.0 Public Information Centre #1

Public Information Centre #1

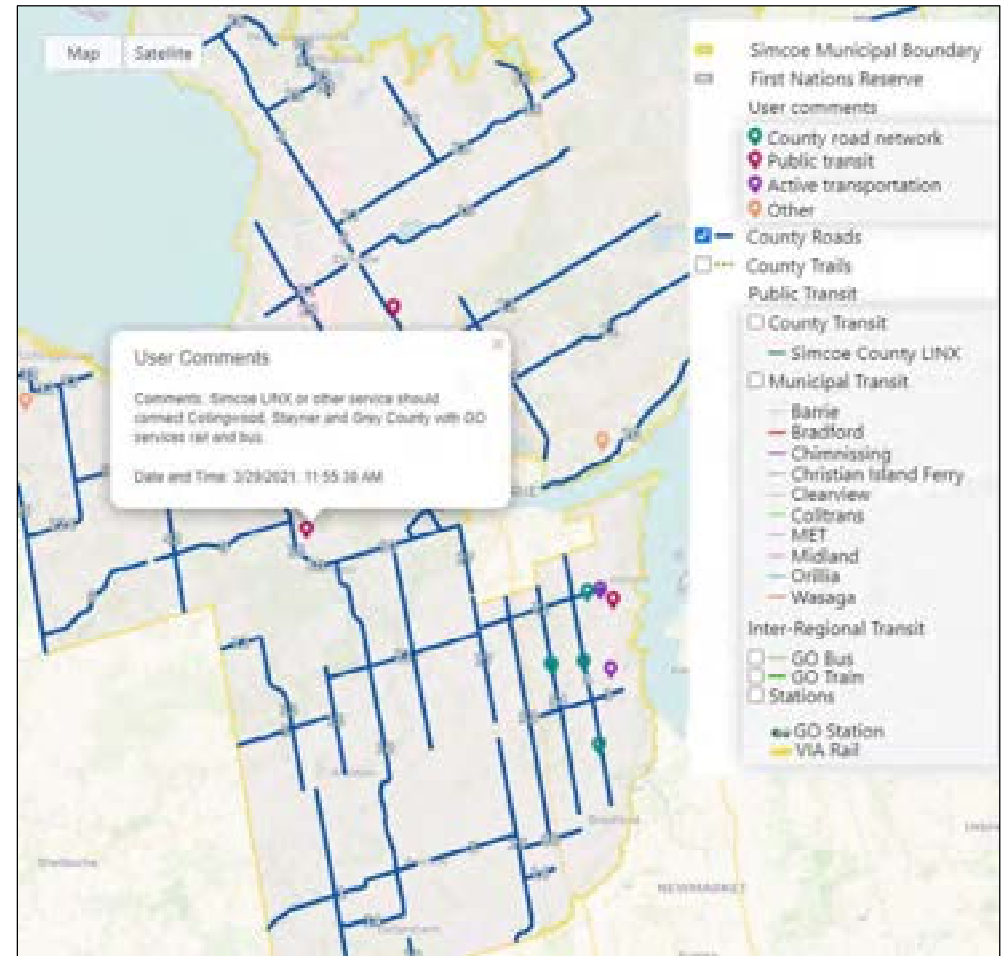
- Public Information Centre (PIC) #1 launched March 24, 2021 on simcoe.ca/tmp
- PIC #1 introduces the TMP to the public and requests their input on the study's transportation needs and opportunities, as well as Vision and Goals
- PIC consists of a virtual open house with:
 - presentation boards
 - survey
 - interactive map
 - project contact info



The Open House allows the user to “roam” through a virtual foyer

Feedback Received – Preliminary

- 12 interactive map comments (as of April 1)
- 185+ survey responses (as of April 1)
- Survey responses representing all lower-tier municipalities
- About 20% of respondents from Collingwood



The Interactive Map allows users to share their issues and ideas relating to the County Road Network, public transit, active transportation, etc.

Feedback Received – Preliminary

- Overall, the majority of respondents support the Vision Statement and consider the Goals to be important
- Concerns about cyclist safety; need for improved cycling infrastructure and facilities (e.g. bike lanes, community connections)
- Concerns about poor driver behavior, most notably speeding
- Concerns about truck issues, including speeding
- Need for traffic calming measures, better road design, more roundabouts
- Need for expanded inter-regional transit connections
- Need for expanded LINX transit (e.g. extended weekday and weekend service, better route coordination between LINX and GO, more local stops, service to Port McNicoll)
- Concerns about specific road segments, e.g.:
 - congestion at Pretty River Pkwy and Hwy 26
 - collisions and safety concerns at CR 93 and Vidin St
 - traffic lights needed at CR 124 and Sideroad 33 & 34



6.0 Transit Integration

Simcoe County LINX

CONNECTIVITY

LINX is designed as a regional transit system connecting to major communities, where local transit systems would provide connections to LINX.

Questions:

- Do LINX routes currently make the appropriate **inter-community connections**? Why or why not?
- Does the LINX system connect to the appropriate hubs **in your community**? What could be improved?



Simcoe County LINX

SERVICE INTEGRATION AND IMPROVEMENTS

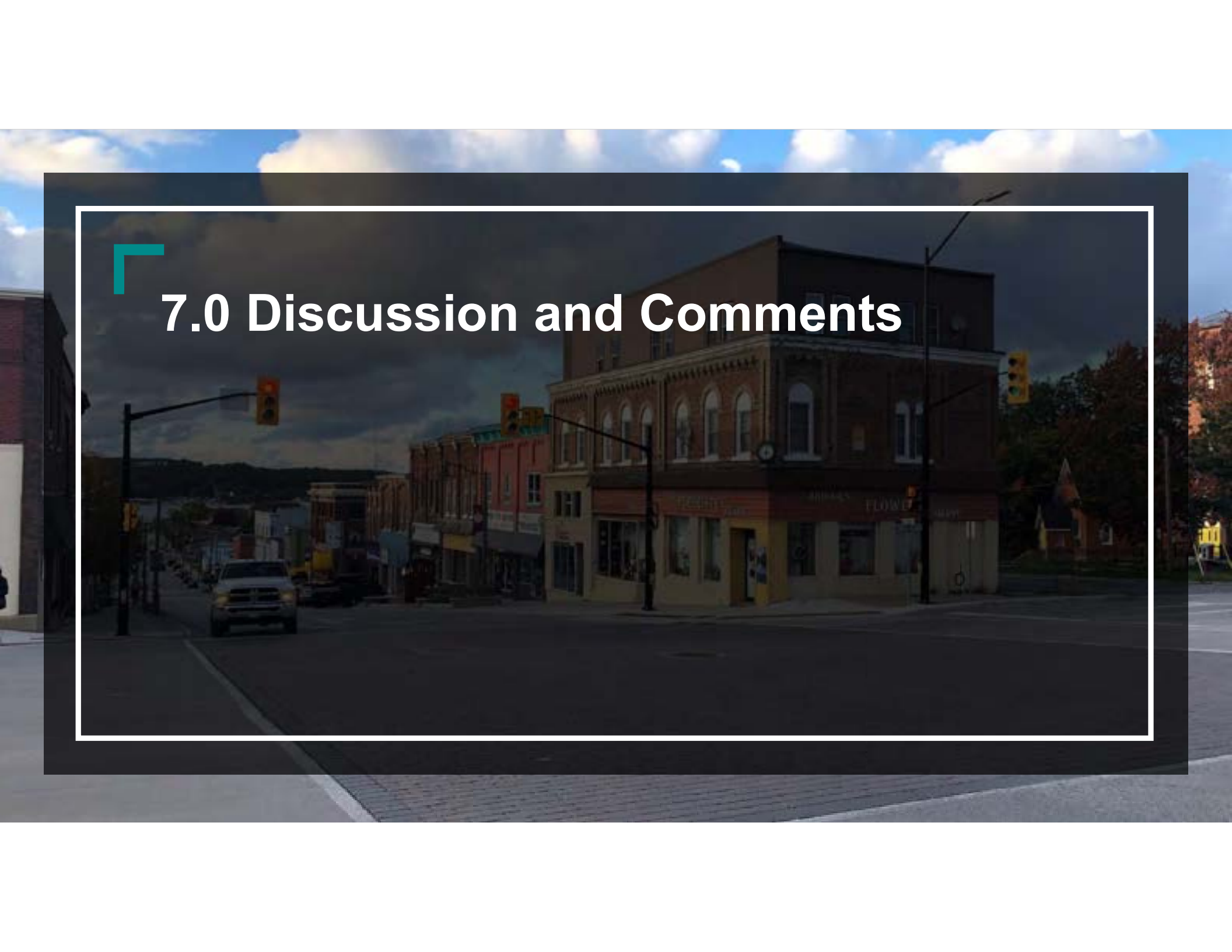
Do you have any suggestions on how to better integrate local and regional transit services (e.g. standard fare system and transfers)?

Is there an opportunity to consolidate route and schedule information across transit services?

What, in your opinion, would be the most effective way of increasing LINX ridership among your residents for:

- conventional transit services?
- specialized transit services?
- ... especially in the next 5 years?

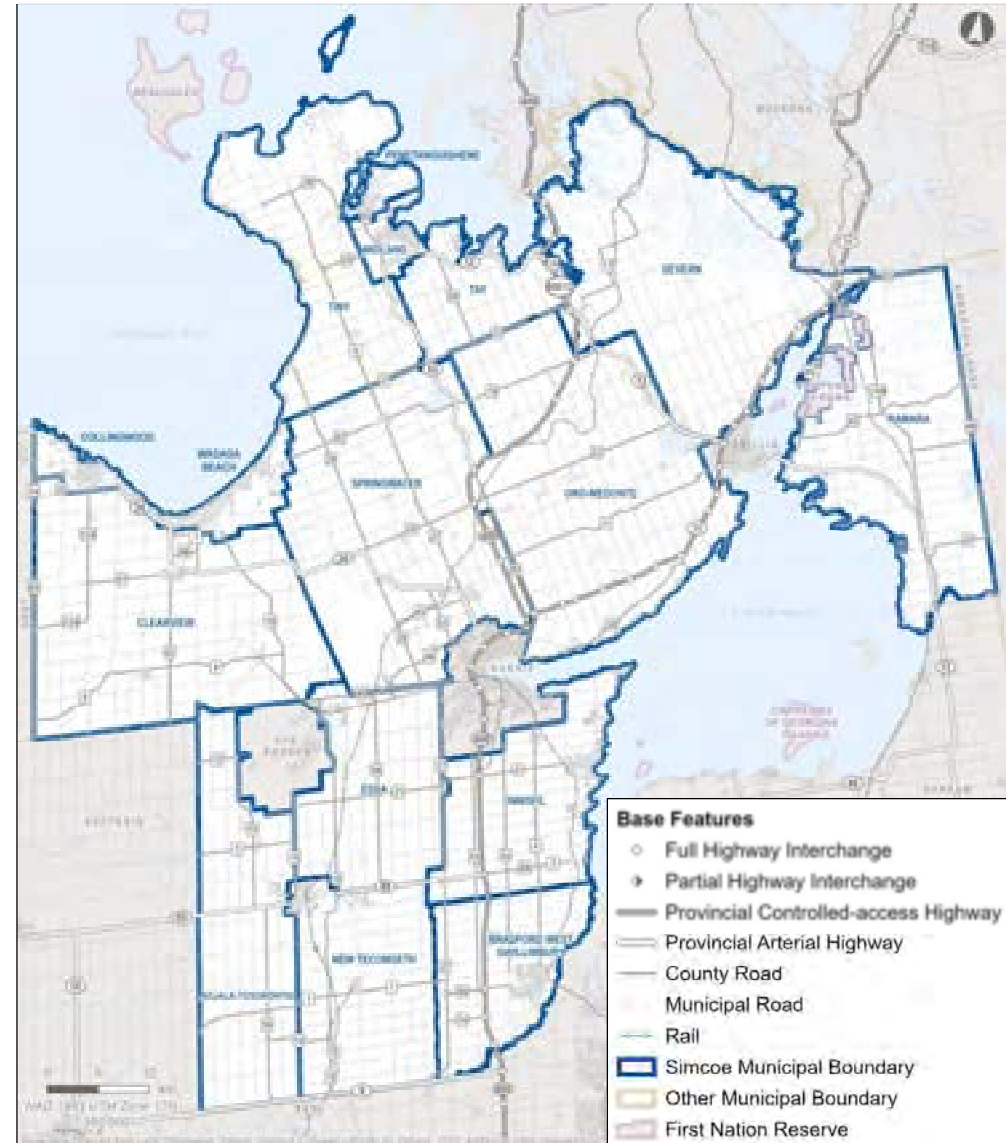




7.0 Discussion and Comments

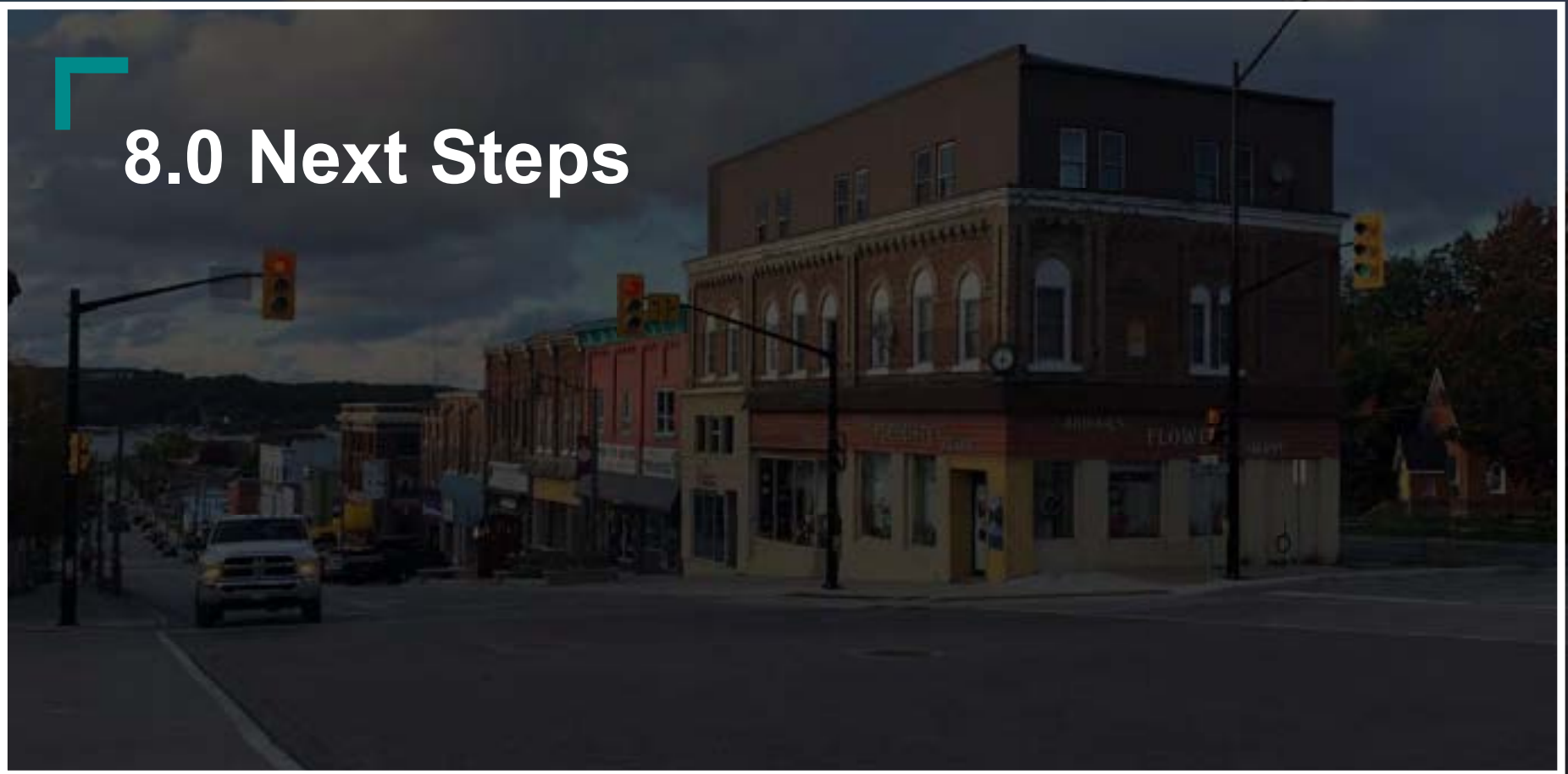
Round-Table Discussion

- ✓ What transportation plans does your municipality / agency have in place that should be considered in the development of the County of Simcoe TMP?
- ✓ Are there additional issues or opportunities that you would like the TMP to address?





8.0 Next Steps



Next Steps

Meeting Follow-Up

- IBI Group to distribute meeting minutes and slides
- Committee to provide additional input by April 20, 2021

Public Information Centre

- PIC #1 and formal comment period finishes April 11, 2021
- Project team to consider public and stakeholder input in understanding the County's transportation needs and opportunities
- Next round of public consultation planned for June 2021

Other Project Milestones

- Next Municipal Advisory Committee Meeting planned for June 2021
- Draft TMP report in Summer 2021

Thank You!



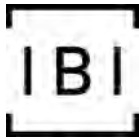
Defining the cities
of tomorrow

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Minutes

To/Attention Notes to File **Date** April 16, 2021
From IBI Group **Project No** 126853

Subject County of Simcoe Transportation Master Plan Update:
Municipal Advisory Committee Meeting #1
Microsoft Teams
April 9, 2021 - 1:00 p.m. to 2:30 p.m.

Present Adrianna Spinosa (Study Project Manager, County of Simcoe)
David Parks (Director of Planning, Economic Development, Transit
and Airport Services, County of Simcoe)
Christian Meile (Director of Transportation Engineering, County of
Simcoe)
Rob Elliott (General Manager, Engineering, Planning and
Environment, County of Simcoe)
Greg Marek (Manager of Planning, County of Simcoe)
Dennis Childs (Transit Manager LINX Transit, County of Simcoe)
Shaw Dungate (Supervisor of Transit Operations, County of
Simcoe)
Matthew Bos (Public Works Foreman, Township of Adjala-
Tosorontio)
Jaclyn Cook (Planning Technician, Township of Adjala-Tosorontio)
Mahesh Ramdeo (Manager of Capital Projects, Town of Bradford
West Gwillimbury)
Alan Wiebe (Manager of Community Planning, Town of Bradford
West Gwillimbury)
Mike Rawn (Director of Public Works, Township of Clearview)
Dan Perreault (Deputy Direction of Public Works, Township of
Clearview)
Peggy Slama (Director of Public Works, Engineering and
Environmental Services, Town of Collingwood)
John Velick (Manager of Engineering, Town of Collingwood)
Jaspreet Sidhu (Planner, Township of Essa)
Sarah Llewellyn (Engineering Coordinator, Township of Essa)
Leo DeLoyde (Director of Growth, Town of Innisfil)

Item Discussed

Action By

Jessica Jenkins (Capital Engineering Leader, Town of Innisfil)
Paul Pentikainen (Senior Policy Planner, Town of Innisfil)
Mary Nordstrom (Manager of Land Use Planning, Town of Innisfil)

Mitch Sobil (Manager of Engineering, Town of Midland)
Andy Campbell (Director of Environmental and Infrastructure,
Town of Midland)

David Hegarty (Project Manager of Traffic and Transportation,
Town of New Tecumseth)
Kamran Khurshid (Project Manager of Capital Engineering, Town
of New Tecumseth)

Shawn Binns (Director of Operations and Community Services,
Township of Oro-Medonte)

Andrea Betty (Director of Planning and Community Development,
Town of Penetanguishene)
Owen Taylor (Planner, Town of Penetanguishene)

Kathy Sipos (Director of Infrastructure, Township of Ramara)
Derek Burke (Director of Public Works, Township of Severn)

Brent Spagnol (Director of Planning Services and By-law
Enforcement, Township of Springwater)
Scott Haw (Manager of Roads and Fleet, Township of
Springwater)

Steve Farquharson (General Manager of Protective and
Development Services, Township of Tay)

Tim Leach (Director of Public Works, Township of Tiny)
Shawn Persaud (Director of Planning and Development, Township
of Tiny)

Kevin Lalonde (Director of Public Works, Town of Wasaga Beach)
Scott Johnston (Study Project Manager, IBI Group)
Anna Mori (Study Deputy Project Manager, IBI Group)
Anthony Galloro (Transportation Planner, IBI Group)

Attachments Meeting Slide Deck, PIC #1 Display Boards

Distribution Attendees

Item Discussed

Action By

1. Welcome and Introduction

David Parks (County of Simcoe) provided opening comments, noting that the County of Simcoe is a growing municipality with a wide range of needs. Participation from the Municipal Advisory Committee (MAC) is important to developing a comprehensive understanding of local needs and opportunities among local municipal partners and to creating a meaningful Transportation Master Plan (TMP).

Christian Meile (County of Simcoe) also welcomed participants and noted that the TMP is an important undertaking and that participation and input from municipal partners is appreciated.

Scott Johnston (Consultant Project Manager) provided an overview of the meeting agenda and outlined the purpose of the MAC:

- Identify key considerations and opportunities to be addressed by the TMP
- Gather specific input from lower-tier municipalities related to their local needs and issues
- Ensure municipal context and planning is considered and integrated (e.g. lower-tier TMPs, EAs, active transportation plans, local municipal transit)
- Recognize and respect different plans, perspectives and values

Round-table introductions were made.

Scott and Anna Mori (IBI Group) presented the PIC 1 display boards (attached and available at <https://www.simcoe.ca/dpt/pln/tmp>) as part of the next three agenda items.

2. Overview of TMP Update Process

Scott presented information about the TMP Update Process, noting that this meeting is part of broader consultation during Phase 1, identifying needs and opportunities.

3. Draft Transportation Vision, Goals and Objectives

Scott presented the Vision, Goals and objectives. Attendees are asked to provide comments, if any, on the TMP's draft vision, goals and guiding principles or other information presented following the meeting after they have an opportunity for a more thorough review.

MAC
members

Item Discussed

Action By

4. Transportation Needs and Opportunities

Anna presented slides 10 through 13, summarizing travel patterns and trends. Scott presented the remaining slides.

Discussion points on needs and opportunities are grouped by topic.

4.1 Road Network

Scott invited comments on issues, opportunities, needs and growth, with consideration of road design, policy standards, local issues, etc. Scott noted additional input can be shared offline. The following items were discussed:

- Andrea Betty (Town of Penetanguishene): Inquired about scope of TMP study regarding the road network – Does the TMP study consider the downloading of County Roads to local municipalities or the downloading of Provincial roads to the County?
 - Scott Johnston (IBI Group): Potential changes to road jurisdiction between County and local municipalities is a topic of consideration during the TMP study.
 - Christian Meile (County of Simcoe): The TMP will consider the recommendations to road jurisdiction (based on the multiple account evaluation framework) developed as part of the 2016 TMP.
- Dan Perreault (Township of Clearview): There are east-west inter-regional traffic concerns at the west side of Clearview. Years ago, the County downloaded CR 91 from Duntroon (CR 124) west to the County boundary at CR 95. Closure of the west end of CR 91 [to become a quarry road] is being considered, placing pressure onto Township to solve inter-regional transportation issues. The Township has been battling to reconstruct Clearview’s 26-27 Sideroad to the north to a standard that can carry east-west traffic instead.

Additionally, when CR 42 is closed in winter, County Road 91 serves as an even more critical regional traffic route, leading to more congestion.
- John Velick (Town of Collingwood): Poplar Sideroad (CR 32) is progressively becoming more congested, and has become an unofficial bypass to relieve traffic on Hwy 26. The road could be re-designated [as a bypass]. MTO completed a

Item Discussed

Action By

Needs and Justification study in 2015 that recommended a by-pass around Collingwood, a very expensive one but nevertheless needed as provincial traffic becomes pushed onto Town and County roads.

- Derek Burke (Township of Severn): The Township is launching its own TMP study, and is currently on the market for a consultant.

Division Road is identified as a recommended County Road. Division Road operates as a regional route, and the Town would like to see this upload to move forward.

- Leo DeLoyde (Town of Innisfil): From a placemaking perspective, a future bypass in the Cookstown area has been on the Town's radar and we hope this will be a consideration in the TMP study.

Any uploading of local municipal roads will need to consider connections to the future Orbit development and GO Transit station, as well as a future interchange at Hwy 400 at 6th Line. Consider the idea of 6th Line as a County Road – we need to link into future orbit development.

- Steve Farquharson (Township of Tay): Road maintenance standards for County Roads is important. The agricultural community has expressed concern regarding Old Fort Road and requested improvements including shoulders to transport agricultural equipment alongside motorists safely.

4.2 Active Transportation (AT)

Scott invited comments on active transportation issues, opportunities and needs. The following items were discussed:

- Andrea Betty (Town of Penetanguishene): Opportunities to consider more active transportation options as part of the road network are welcome, such as the multi-use trail currently connecting Penetanguishene to Midland.
 - Scott Johnston (IBI Group): Multi-use trails are part of the TMP scope and we will be considering opportunities for AT connectivity.
- John Velick (Town of Collingwood): There have been many requests from residents to have multi-use trails along County Roads. It is understood that roads and shoulders are County responsibility, while trails beside the road are the

Item Discussed

Action By

responsibility of the local municipality. Requests for extended trails along Poplar Sideroad are development-driven and would flow into a Development Charges study.

- Leo DeLoyde (Town of Innisfil): The Town of Innisfil supports active transportation initiatives, as these are a big part of quality of life.
- Shawn Binns (Township of Oro-Medonte): The Township of Oro-Medonte supports active transportation initiatives and is interested in what opportunities exist for active transportation for regional travel with County support, directing active transportation off of County Roads where possible. As an example, the rail trail runs parallel and south of Ridge Road and connects Barrie to Orillia. This would be a preferred active transportation route vs. CR 20 (Ridge Rd).
- Tim Leach (Township of Tiny): The Great Lakes Waterfront Trail is not identified on the active transportation map.
 - IBI Group to update map with additional active transportation routes.
- Kevin Lalonde (Town of Wasaga Beach): A valuable consideration to include as part of the TMP study is to include active transportation infrastructure on County bridges during maintenance upgrades. An example includes the rehabilitation of Ackerman Bridge and potentially widening for active transportation.
 - Scott Johnston (IBI Group): The study considers active transportation opportunities on existing transportation infrastructure – but this could be a general recommendation for future maintenance upgrades.

IBI Group

4.3 Goods Movement

Scott invited comments on goods movement issues, opportunities and needs, noting that part of the role and function of the County Road network is to move heavy vehicles. Scott also noted potential opportunities to convert part of the abandoned railway to active transportation programming. The following items were discussed:

- Kamran Khurshid (Town of New Tecumseth): Will this TMP consider dedicated truck routes?
 - Anna Mori (IBI Group): Trucks are permitted on the County Road network. From experience on truck route

Item Discussed

Action By

studies from mother jurisdictions, it can be difficult for truck drivers to identify allowable truck routes on local municipal roads. There could be an opportunity as part of this TMP to identify what works best for the County of Simcoe (e.g. permissive vs. restrictive truck routes, opportunity to encourage a consistent system across the Country, etc.).

All municipal representatives are requested to summarize truck concerns or opportunities, impacts, preferred approaches and truck-related by-laws, and forward to the project team.

MAC members

- Leo DeLoyde (Town of Innisfil): We note the absence of future Metrolinx lines and mobility hubs that are associated with them.

The Town considers the Barrie-Collingwood Railway to be very strategic and supports the ambitious economic development plans of Innisfil.

- Derek Burke (Township of Severn): The map does not identify manufacturing industries in Severn, but there are three key aggregate locations that represent the source of the majority of goods in the Township.

- Anna Mori (IBI Group): The goods movement map indicates manufacturing sites only. The PIC board text notes that there are numerous quarries in the County as well – but there were too many to manually include on the map. IBI Group will explore whether there is a ready-prepare GIS layer of quarry/aggregate sites that could be added to this map.

IBI Group

5. Public Information Centre #1 Overview

Scott provided an overview of PIC#1 activities and of preliminary public input received via the survey.

There were no comments or questions for these slides.

6. Transit Integration

Scott noted that a key element of the TMP is reviewing existing transit services and connectivity, as well as considering transit improvements (e.g. frequency changes, new routes, servicing new

Item Discussed

Action By

communities). The following items were discussed regarding connectivity issues and opportunities regarding LINX transit service:

- Tim Leach (Township of Tiny): Tiny was not considered as part of the initial scope [geographic service area] of the County's regional transit service study. Currently there is only one stop en route to Midland/Penetang, at Wyebridge. Regional transit service is welcome in Tiny, and the Township is actively working with Penetanguishene, Midland and Beausoleil First nation on improving regional transit connectivity. This has also been part of our TMP study.
 - Scott Johnston (IBI Group): The project team is interested in learning more about the Township's interest in regional transit connectivity, including alternative routing, key connection locations, etc.
- Paul Pentikainen (Town of Innisfil): The transit map does not identify the future GO Rail Station on 6th Line. This is important to represent because of the scale of growth envisioned (30,00-40,000 population), as the Orbit is a massive development. Connecting LINX to Innisfil is definitely important, as the GO Station is set to be built in the coming years.
 - IBI Group to update map with future GO station.
- Derek Burke (Township of Severn): With new employment lands in Orillia (Hydro One Regional Operations Centre), transit connections via the proposed LINX Route 6 is important.
 - Dennis Childs (County of Simcoe): LINX Route 6 was delayed due to a shortage of busses. With the arrival of 3 new buses, the service will have a soft launch in August 2021 and full launch in September 2021.
- David Hegarty (Town of New Tecumseth): LINX Route 5 from Alliston to Bradford West Gwillimbury does not serve Tottenham, and many residents request a transit connection. The Town is developing a transit implementation strategy, so there may be a new transit service within New Tecumseth.
- Dan Perreault (Township of Clearview): Currently, LINX Route 2 operates through Brentwood, along CR 10 then Hwy 26, picking up limited passengers. By re-routing service east-west on CR 9 and north-south on County Road 42, there is

IBI Group

Item Discussed

Action By

potential to increase ridership in the communities of New Lowell and Creemore.

The following were discussed about service integration and improvement opportunities regarding LINX transit service:

- Dan Perreault (Township of Clearview): Fare integration or a Metropass-type of fare payment would benefit riders that use both Clearview Transit and LINX. Also, Clearview's transit runs seven days per week while LINX doesn't, which can be confusing.
 - Scott Johnston (IBI Group): Fare integration may be challenging to implement, but a desirable goal for the TMP study to consider.
- Kevin Lalonde (Town of Wasaga Beach): There is ongoing dialogue regarding specialised transit services and potential opportunities for partnerships and leveraging resources across multiple service providers. Wasaga Beach is interested in opportunities in specialised transit partnerships.

Is the potential consolidation of multiple independent service operators into one common provider part of the TMP study? There is ongoing dialogue regarding the merging of a smaller transit operators into a single South Georgian Bay transit authority.
- Peggy Slama (Town of Collingwood): Collingwood supports further discussion regarding a regional approach to transit.
- Anna Mori (IBI Group): The number of local and inter-regional transit systems that LINX connects with throughout the County is impressive. Integrating these service operators in some way (e.g. single authority, fare integration, integrated booking platform, consolidated fare and schedule information in single platform) would be beneficial.

7. General Round-Table Discussion

Scott invited attendees to provide final thoughts and additional input.

- Jessica Jenkins (Town of Innisfil): The Town is updating their TMP this year.

Item Discussed

Action By

- Derek Burke (Township of Severn): At what level does the TMP consider the future of new technologies, e.g. vehicle electrification infrastructure, self-driving vehicles?
 - Scott Johnston (IBI Group): There is quite a bit of uncertainty as to the timing and implications of future technologies on mobility. The TMP will provide some high-level direction on the potential need to monitor and regulate new technologies as they evolve. It will likely not get into the level of detail of where additional vehicle charging stations should be located.
- John Velick (Town of Collingwood): How does the COVID-19 pandemic impact traffic data collection in terms of skewed mobility patterns?
 - Scott Johnston (IBI Group): Travel demand modelling is based on previously collected data (2019 and earlier). The project team may need to contact local municipalities for data to fill in gaps, as required. The model only focuses on the County Road network, and will not calibrate to municipal roads.
 - Christian Meile (County of Simcoe): The County collected traffic data during the pandemic and will collect additional data this year, which may or may not be helpful to the study.
- Leo DeLoyde (Town of Innisfil): Does the TMP study assume that Hwy 400 capacity is fixed and planned for? There is a lot of traffic short-cutting through Innisfil, so there should be some advocacy with the Province to keep the capacity of Hwy 400 aligned with demand.
 - Scott Johnston (IBI Group): The TMP model considers future / committed projects. The use of County Roads as a bypass around Barrie or through local municipalities is an important topic for the TMP study.
 - Anna Mori (IBI Group): One unique aspect of the road rationalization framework for County of Simcoe is an Emergency Detour Routes criterion with a high weighting. We will evaluate whether the Emergency Detour Routes accurately reflect where provincial highway traffic goes in the event of traffic incidents.

IBI Group

Item Discussed

Action By

8. Next Steps

Scott presented the TMP study's next steps, including the following:

- Municipal Advisory Committee to provide additional input by April 22, 2021
- Meeting minutes and slides will be shared with meeting attendees.
- PIC #1 and formal comment period conclude April 11, 2021.
- The project team will review feedback received during this meeting and subsequent communications to better understand the County's transportation needs and opportunities.
- Next MAC meeting is planned for Summer 2021

MAC
members

IBI Group

Christian Meile thanked everyone for attending and look forward to continuing to work with everyone toward another successful project.

The meeting concluded at 2:30 p.m.



Simcoe County
Transportation Master Plan Update
Technical Advisory Committee #1

PRESENTED BY IBI GROUP
APRIL 06, 2021



Agenda

1.0 Welcome and Introduction

2.0 Public Information Centre #1

- TMP Update Overview
- Draft Transportation Vision, Goals and Guiding Principles
- Transportation Needs and Opportunities

3.0 What We've Heard So Far

4.0 Technical Advisory Committee Input – Roundtable Discussion

5.0 Wrap-up and Next Steps



1.0 Welcome and Introduction

Purpose of Technical Advisory Committee (TAC)

- Help identify questions to be answered by the **Transportation Master Plan (TMP)**, a long-term strategic plan that guides transportation policy, infrastructure and services under the jurisdiction of the County of Simcoe
- Gather specific input from agencies and surrounding municipalities related to their expertise
- Ensure local context and planning is considered (e.g. EAs, TMPs)
- Bring needs, opportunities and ideas to the table
- Recognize and respect different plans and perspectives

Introductions

- County of Simcoe Team
- IBI Group Team
- Technical Advisory Committee Representatives
 - ✓ What transportation plans does your municipality / agency have in place that should be considered in development of the County of Simcoe TMP?
 - ✓ What is an issue or opportunity that you would like the TMP to address?
 - ✓ What other input could your municipality / agency provide?



2.0 Public Information Centre #1

Public Information Centre #1

- Public Information Centre (PIC) #1 launched March 24, 2021 on simcoe.ca/tmp
- First of two PICs planned for County of Simcoe TMP study
- PIC #1 introduces the TMP to the public and requests their input on the study's transportation Vision and Goals
- PIC consists of a virtual open house featuring presentation boards, survey, interactive map and project contact info



The Open House allows the user to “roam” through a virtual foyer

Public Information Centre #1

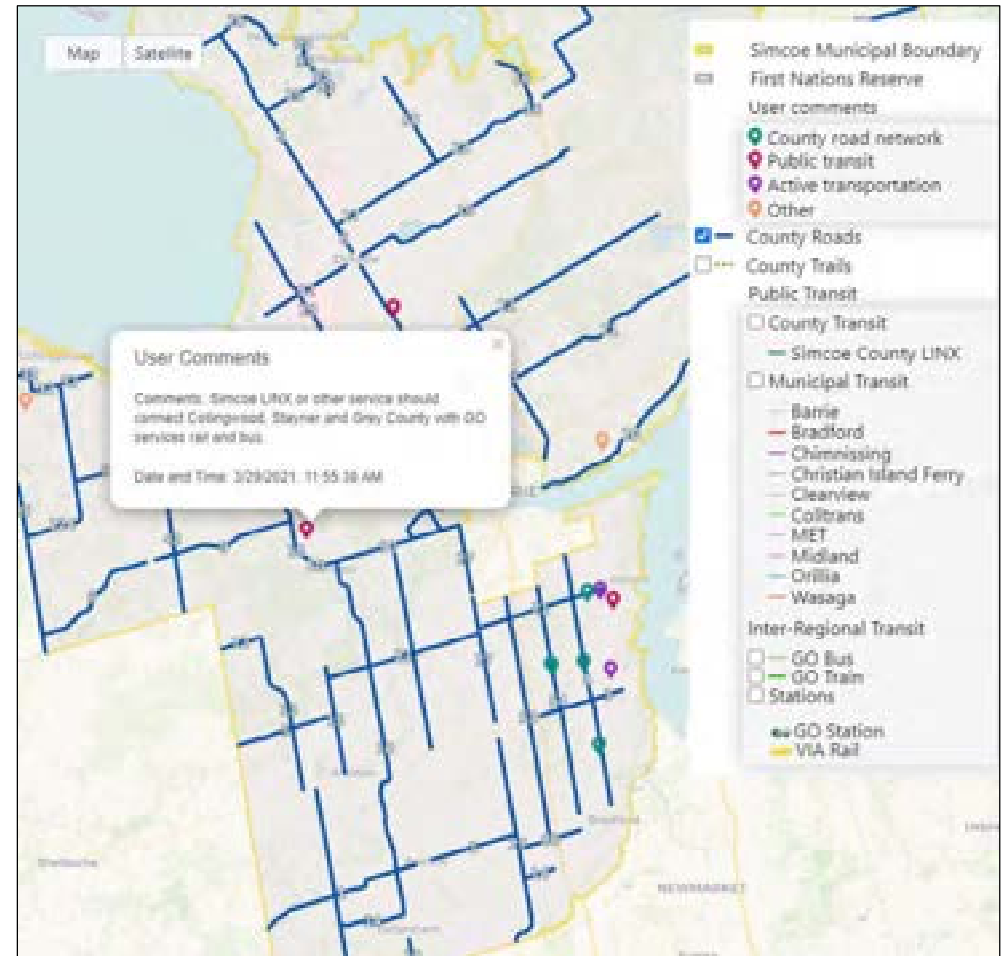
(switch to PIC slides)



3.0 What We've Heard So Far

Feedback Received – Preliminary

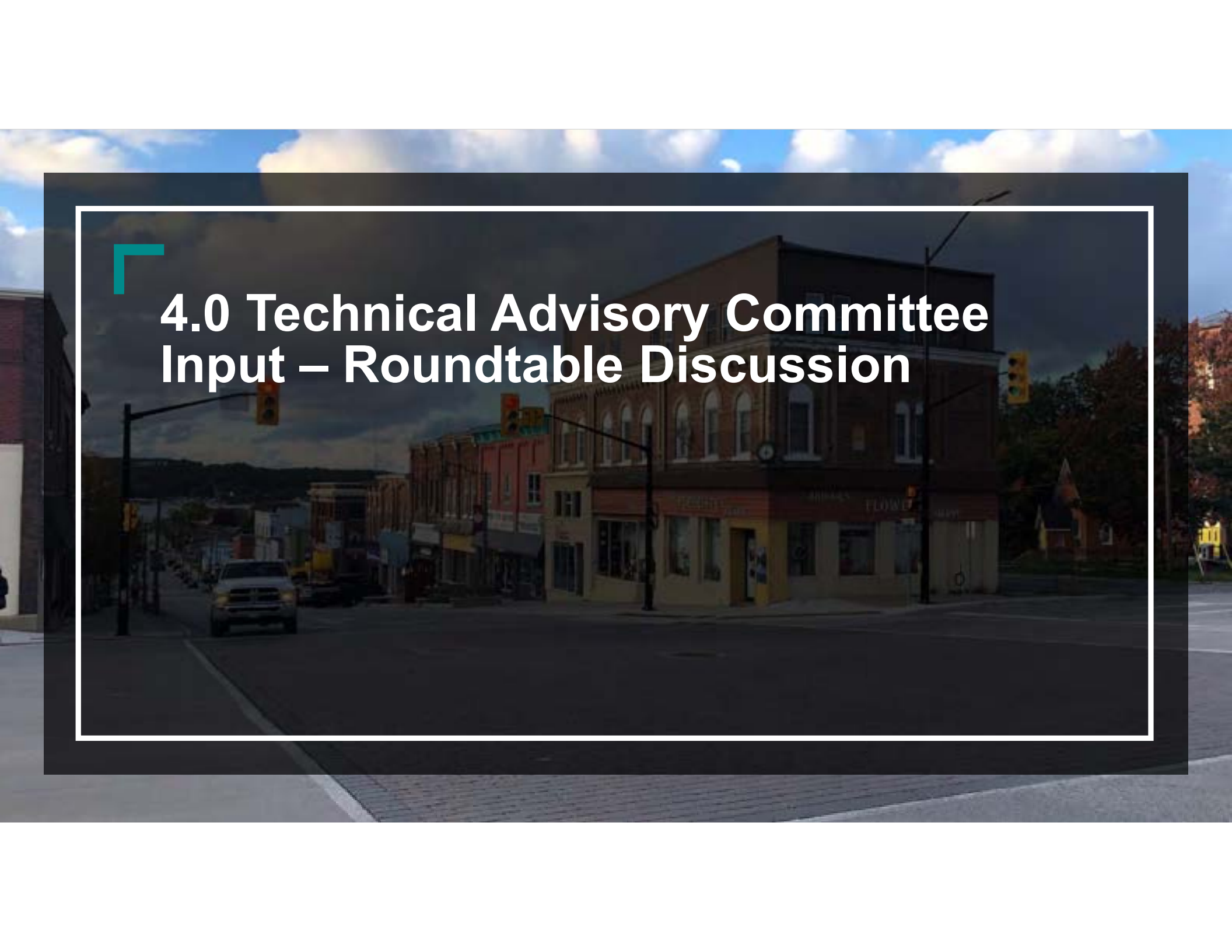
- 12 interactive map comments (as of April 1)
- 185+ survey responses (as of April 1)
- Survey responses representing all lower-tier municipalities
- About 20% of respondents from Collingwood



The Interactive Map allows users to share their issues and ideas relating to the County Road Network, public transit, active transportation, etc.

Feedback Received – Preliminary

- Overall, majority of respondents support the Vision Statement and consider the Goals to be important
- Concerns about cyclist safety; need for improved cycling infrastructure and facilities (e.g. bike lanes, community connections)
- Concerns about poor driver behavior, most notably speeding
- Concerns about truck issues, including speeding
- Need for traffic calming measures, better road design, more roundabouts
- Need for expanded inter-regional transit connections
- Need for expanded LINX transit (e.g. extended weekday and weekend service, better route coordination between LINX and GO, more local stops, service to Port McNicoll)
- Concerns about specific road segments (e.g. congestion at Pretty River Pkwy and Hwy 26, collisions and safety concerns at CR 93 and Vidin St, traffic lights needed at CR 124 and Sideroad 33 & 34)

A photograph of a street scene with historic buildings and a white truck, overlaid with a dark semi-transparent rectangle containing text. The text is white and reads "4.0 Technical Advisory Committee Input – Roundtable Discussion".

4.0 Technical Advisory Committee Input – Roundtable Discussion

TAC Input – Roundtable Discussion

- ✓ What transportation plans does your municipality / agency have in place that should be considered in the development of the County of Simcoe TMP?
- ✓ What is an issue or opportunity that you would like the TMP to address?
- ✓ What other input could your municipality / agency provide?





5.0 Wrap-up and Next Steps

Next Steps

Public Information Centre

- PIC #1 and formal comment period concludes April 11, 2021
- Project team to consider public and stakeholder input in understanding the County's transportation needs and opportunities
- Next round of public consultation planned for June 2021

Other Project Milestones

- Next Technical Advisory Committee Meeting planned for June 2021
- Draft TMP report in Summer 2021

Thank You!



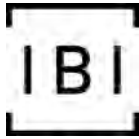
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of tomorrow

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Minutes

To/Attention Notes to File **Date** April 9, 2021
From IBI Group **Project No** 126853

Subject County of Simcoe Transportation Master Plan Update:
Technical Advisory Committee Meeting #1
Microsoft Teams
April 6, 2021 - 1 00 p.m. to 2:30 p.m.

Present Adrianna Spinosa (Study Project Manager, County of Simcoe)
David Parks (Director of Planning, Economic Development, Transit
and Airport Services, County of Simcoe)
Rob Elliott (General Manager Engineering, Planning, and
Environment, County of Simcoe)
Christian Meile (Director of Transportation Engineering, County of
Simcoe)
Greg Marek (Manager of Planning, County of Simcoe)
Jane Sinclair (General Manager of Health and Emergency
Services, County of Simcoe)
Allan Greenwood (Director of Public Affairs, County of Simcoe)
Lealand Sibbick (Treasurer, County of Simcoe)
Claire Walker (Project Engineer in Transportation Engineering,
County of Simcoe)
Trevor Wilcox (General Manager Corporate Performance, County
of Simcoe)
Dennis Childs (Transit Manager LINX Transit, County of Simcoe)
Katie Kirton (Assistant Manager of Property and Planning, Simcoe
County District School Board)
Christine Hyde (Manager of Planning and Properties, Simcoe
Muskoka Catholic District School Board)
Sarah Warren (Climate Change and Health Project Associate,
Simcoe Muskoka District Health Unit)
Jeff Biggar (Senior Advisor, Metrolinx)
Brett Gratrix (Transportation Planning Lead, City of Barrie)
Jason Zimmerman (Supervisor of Transit Operations and
Infrastructure, City of Barrie)
Chris Leitch (Planning, Durham Region)

Doug Robertson (Project Manager – Transportation Infrastructure, Durham Region)
Greg Pereira (Manager of Transportation Planning, Durham Region)
Ramesh Jagannathan (Director of Transportation and Field Services, Durham Region)
Pat Hoy (Director of Transportation, Grey County)
Sydney Piatkowski (Transportation Network Coordinator, District of Muskoka)
Elizabeth Reamer (Manager of Planning, District of Muskoka)
Mark Misko (District of Muskoka)
Wesley Cyr (Manager of Engineering and Transportation, City of Orillia)
Lauren Crawford (Manager of Transportation Long-Range Planning, York Region)
Keri Hyde (Program Manager, York Region)
Sabbir Saiyed (Manager of Transportation System Planning, Region of Peel)
Scott Johnston (Study Project Manager, IBI Group)
Anna Mori (Study Deputy Project Manager, IBI Group)
Anthony Galloro (Transportation Planner, IBI Group)

Attachments Meeting Slide Deck, PIC #1 Display Boards

Distribution Attendees

Item Discussed

Action By

1. Welcome and Introduction

David Parks (County of Simcoe) provided opening comments, noting that the County of Simcoe is a growing municipality with a wide range of needs, and the Technical Advisory Committee (TAC) is important to developing a comprehensive understanding of local needs and opportunities and to creating a meaningful Transportation Master Plan (TMP).

Rob Elliott (County of Simcoe), also welcomed participants and noted that the TMP is an important undertaking that is integral to community building.

Item Discussed

Action By

Scott Johnston (Consultant Project Manager) provided an overview of the meeting agenda, and outlined the purpose of the TAC:

- To help identify questions to be answered by the TMP;
- To gather specific input from agencies and surrounding municipalities;
- To ensure local context and planning is considered (e.g. EAs, TMPS);
- To bring needs, opportunities and issues and ideas to the table;
- To recognize and respect different plans and perspectives; and
- To help spread the word to others.

During round-table introductions by representatives from outside agencies and neighbouring municipalities, the following areas of interest related to the TMP update were noted (listed in order of agency/organization):

- Katie Kirton (Simcoe County District School Board): interest in school travel planning, student traffic safety, and active transportation connections to schools.
- Christine Hyde (Simcoe-Muskoka Catholic District School Board): interest in active transportation and school travel planning, as well as bus route planning.
- Sarah Warren (Simcoe Muskoka District Health Unit): interest in the relationship between how communities are designed and their impact on mental and physical health; also recognizing the importance of active transportation, complete streets and connected communities, and interest in how the TMP supports climate resiliency.

Sarah noted resources she could lend to the TMP including policy statements regarding active transportation and community planning, as well as an active school campaign.

- Brett Gratrix (City of Barrie): interest in the thoughtful planning of movement of people and goods from Highway 400.
- Jason Zimmerman (City of Barrie): interest in how the County of Simcoe TMP will align with City of Barrie's recently completed TMP in terms of active transportation and transit.

SMDHU

Item Discussed

Action By

- Chris Leitch (Durham Region): interest in active transportation and transit connectivity over the Durham-Simcoe border.
- Doug Robertson (Durham Region): interest in boundary roads and cross-boundary transit.
- Greg Pereira (Durham Region): interest in goods movement strategies
 - The Durham Region cycling plan update is to be released May 4, 2021 and may be of use to the TMP.
- Ramesh Jagannathan (Durham Region): interest in developing boundary road best practices.
- Pat Hoy (Grey County) interest in cross-boundary travel, specifically Blue Mountain, and is looking forward to approaching active transportation and transit planning with a regional lens.
- Jeff Biggar (Metrolinx): interest in coordination opportunities.
- Sydney Piatkowski (District of Muskoka): interest in ensuring effective communication and connectedness between Muskoka transit services and Simcoe transit services.
- Elizabeth Reamer (District of Muskoka): interest in land use planning.
- Wesley Cyr (City of Orillia): interest in regional transit synergies among partner municipalities.
- Sabbir Saiyed (Peel Region): interest in understanding impacts of highway and arterial road system and developing partnerships in terms of sustainable modes and goods movement – including making use of Smart Freight Centre data and resources; Peel Region released their Long-Range Transportation Plan in 2019.
- Lauren Crawford and Keri Hyde (York Region): interest in opportunities to collaborate on cross-boundary synergies with GO expansion projects and active transportation connections.

2. Public Information Centre #1

Scott outlined the ongoing online public consultation for the County of Simcoe TMP, the first of two public engagement events planned for the study. The purpose of Public Information Centre (PIC) #1 is to

Item Discussed

Action By

gather input on the study's Vision and Goals as well as to identify transportation issues and needs. The online PIC consists of a virtual foyer that features display boards, a survey and an interactive map.

The second round of consultation will present preliminary recommendations and will take place in Summer 2021.

Scott Johnston and Anna Mori presented the PIC 1 display boards (attached and available at <https://www.simcoe.ca/dpt/pln/tmp>).

2.1 Introduction, Background and Trends

Scott presented slides 1 through 5.

- Scott asked TAC representatives if there are relevant documents and plans from their agency / municipality that the TMP project team should consider. There were no responses, but TAC members are requested to advise of relevant materials.

TAC members

Anna presented slides 6 through 13.

- Attendees are asked to provide comments, if any, on the TMP's draft vision, goals and guiding principles or other information presented following the meeting after they have an opportunity for a more thorough review.
- Slide 9: Anna highlighted Guiding Principle #5: Develop plans and policies with meaningful stakeholder and public engagement and thanked TAC representatives for their input.
- Slide 12: Anna noted Transportation Tomorrow Survey data is from 2016, and so mode share for transit may be higher since the launch of Simcoe County LINX.
- There were no comments or questions for these slides.

TAC members

2.2 Road Network

Scott invited comments on issues, opportunities, needs and growth, with emphasis on boundary roads and connecting County roads. The following items were discussed:

- Sabbir Saiyed (Region of Peel): The Region of Peel is participating with MTO on a multi-modal transportation plan, and an important consideration is the possible extensions of Hwy 410 and Hwy 427. The Region maintains the position that any freeway or highway should end at highway and not on a regional road. The County of Simcoe TMP may be able to provide insight and recommendations into how the north-

Item Discussed

Action By

south and east-west arterial roads in the County of Simcoe can support movement to and from Peel Region.

Additionally, there may be opportunities to strengthen GO rail and the bus network in the County of Simcoe. The Region has a target of 50% transit mode share.

- Pat Hoy (Grey County): The eastern part of Grey County is a concern for politicians, along with a lack of capacity on Hwy 26. There may be an opportunity to consider a regional bypass together with MTO.
- Brett Gratrix (City of Barrie): MTO is in the process of structuring several interchanges. There needs to be coordination to manage and consider alternatives.
- Jason Zimmerman (City of Barrie): Seasonal traffic and weekend traffic is a big concern for the City of Barrie, and congestion as a result of travel from Hwy 400 to Hwy 26 paralyzing transit service. Innisfil Beach Road is consistently used as a bypass around Barrie to access Hwy 27. Issues arise northbound on Fridays and in Summer, and southbound on Sundays or holiday Mondays. Specific transit schedules may need to be developed as a result of slower transit speeds due to increased congestion on these routes.

Are there plans to better improve this bypass (e.g. signage, road alignment)? Is there any thought to navigate this influx?

2.3 Active Transportation

Scott invited comments on active transportation issues, opportunities and needs.

The following items were discussed:

- Jane Sinclair (County of Simcoe): There should be consideration for a growing aging demographic, for whom trails have utility in terms of health and wellness and connectivity. The study process should consider the trail system and other ways for people to travel actively, and also include an accessibility lens.
 - Scott Johnston (IBI Group): Active transportation, including infrastructure and facilities, is an important component, and the recreational aspect of active transportation (e.g. rural trails) is an important consideration to support this mode.

Item Discussed

- Pat Hoy (Grey County): Grey County recently completed a Cycling and Trails Master Plan, which will be forwarded to the project team.
- Christine Hyde (Simcoe Muskoka Catholic District School Board): It is helpful to ensure that trails are wide enough to accommodate different users (pedestrians, cyclists, strollers) and to plan for trails that can facilitate active users to and from schools.

Action By

Grey
County

2.4 Transit Options

Scott noted that a key element of the TMP is reviewing existing transit services and connectivity, as well as considering transit improvements (e.g. frequency changes, new routes, servicing new communities). He invited comments on transit issues, opportunities and needs. The following items were discussed:

- Jason Zimmerman (City of Barrie): The Barrie Transit route to CFB Borden is no longer in service – it was replaced by a LINX route 2 years ago.
 - IBI Group to update map.
- Jason Zimmerman (City of Barrie): There should be consideration for improving cross boundary transit trips from Barrie Transit to LINX. For example, taking transit from Collingwood to Orillia involves travel on LINX from Collingwood to Allandale Waterfront Station, and then Barrie Transit, then LINX again to continue to Orillia. This could involve extensive wait times if services are not aligned.

IBI Group

A new multi-modal transit hub at Allandale Waterfront Station is being built and will help streamline transit services. It will accommodate trains, intercity busses, transit routes in Barrie and a LINX. Coordinating and connecting LINX service here is an important consideration moving forward. Additionally, the entire Barrie Transit bus network will be updated to coincide with new transit hub, including plans for high-frequency service on main routes, lower-frequency for supporting routes, and on-demand for lower-ridership areas.

- Sydney Piatkowski (District of Muskoka): Note that Muskoka operates two transit routes that connect with Simcoe County LINX: Huntsville to Orillia, and Huntsville to Midland. Muskoka's priority is ensuring connections are timed well.

Item Discussed

Action By

- IBI Group to request additional information from District of Muskoka regarding transit service and routing.
- Chris Leitch (Durham Region): There are transit connections between County of Simcoe and Durham Region: there is a rural on-demand service with Durham Transit, available if you book it in advance.
- Wesley Cyr (City of Orillia): Orillia intends to build a transit terminal (serving Linx, Ontario Northland, etc.) with a vision of a new transportation hub closer to the downtown, and the City will eventually be requesting stakeholder input.

Is there an update on timing regarding the new LINX route from Orillia to Penetanguishene?
 - David Parks (County of Simcoe): Soft launch in August 2021 (free fare for one month, and fares required after Labour Day).

IBI Group

2.5 Goods Movement

Scott invited comments on goods movement issues, opportunities and needs. Scott also noted potential opportunities to convert part of the abandoned railway to active transportation programming.

The following items were discussed:

- David Parks (County of Simcoe): The abandoned railway segment from Angus to Collingwood is used as a rail trial. The segment from Utopia to Innisfil is in use, and the County of Simcoe is working with the City of Barrie to improve service to make the railway more viable and depend less on subsidies (a consultant has been hired to develop feasibility study).
- Anna Mori (IBI Group): MTO goods movement data will be used to gain better understanding of goods movement throughout the County of Simcoe.
- Scott Johnston (IBI Group): CN and CP running long trains, perhaps causing delays for residents. Grade separation likely not feasible, but an issue to be aware of.
 - Sabbir Saiyed (Peel Region): Peel Region has a grade separation report that could provide insight to the TMP study.

Region of Peel

Item Discussed

Action By

- Sabbir Saiyed (Peel Region): In an effort to limit truck impacts to residents, Peel Region is better integrating land use planning with transportation planning. For example, business parks combined with logistics services can be planned to stimulate economic development and make truck travel more efficient. Also, there are not enough truck parking opportunities.

3. Preliminary Public Feedback

Scott provided an overview of preliminary public input.

- There were no comments or questions for these slides.

4. TAC Input

Scott invited attendees to provide final thoughts and additional input.

- There was no additional input shared, but TAC representatives are encouraged to provide feedback to the TMP project managers or through the survey (<https://www.surveymonkey.com/r/SimcoeTMPUpdate>).

TAC
members

5. Next Steps

Scott presented the TMP study's next steps, including the following:

- PIC #1 and formal comment period conclude April 11, 2021.
- The project team will review feedback received during this meeting and subsequent communications to understand the County's transportation needs and opportunities.
- Next TAC meeting is planned for Summer 2021
- Meeting minutes and slides will be shared with meeting attendees.

IBI Group

David Parks thanked everyone for attending. Rob Elliott encouraged attendees to think big about the future.

The meeting concluded at 2:30 p.m.



County of Simcoe
Transportation Master Plan Update
Municipal Advisory Committee 2

**INNISFIL
BRADFORD WEST GWILLIMBURY
NEW TECUMSETH**

PRESENTED BY IBI GROUP
MARCH 23, 2022



Agenda

1.0 Welcome and Introductions

2.0 Purpose of MAC Meeting 2

3.0 Study Progress Update

4.0 Draft Recommendations

5.0 Discussion and Comments

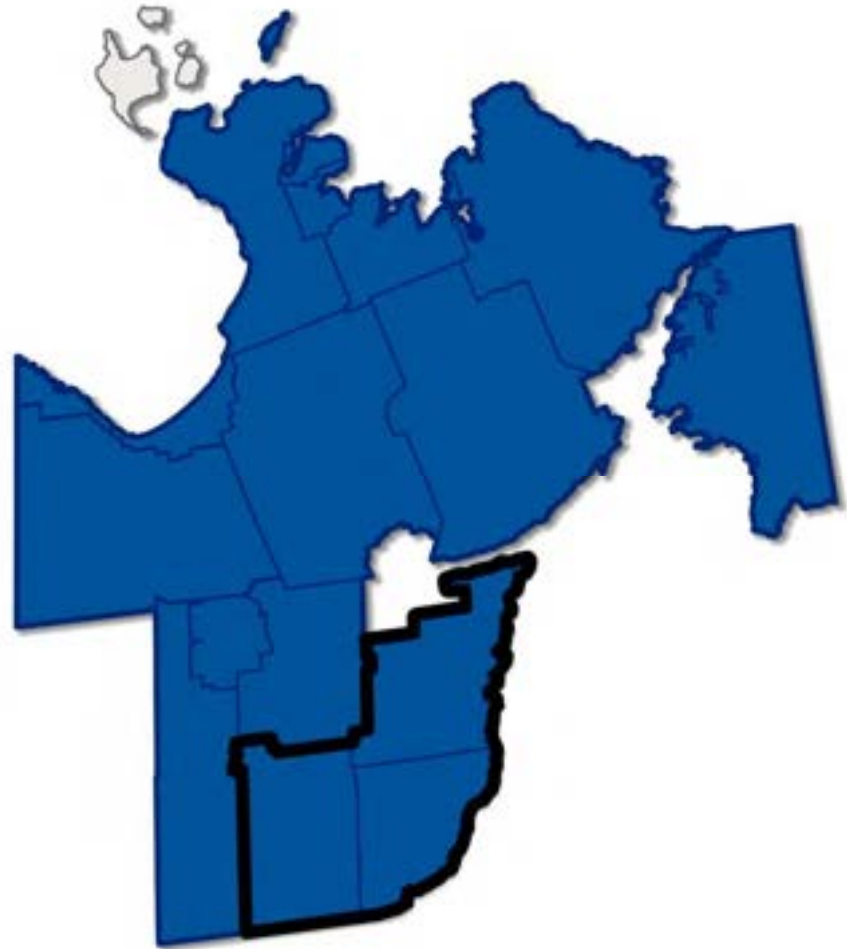
6.0 Next Steps and Closing



1.0 Welcome and Introductions

Introductions

- County of Simcoe Team
- IBI Group Team
- Municipal Representatives
 - Bradford West Gwillimbury
 - Innisfil
 - New Tecumseth





2.0 Purpose of MAC Meeting 2

Purpose of the Municipal Advisory Committee

Overall Purpose

- Identify key considerations to be addressed by the ***Transportation Master Plan (TMP)*** - a long-term strategic plan that guides transportation policy, infrastructure and services under the jurisdiction of the County of Simcoe

MAC Meeting 2 Purpose

- To update local municipal partners on the TMP Update study and recap progress
- To present the preferred networks and draft policies and strategies
- Gather specific input and address any concerns from lower-tier municipalities related to their local needs and issues



3.0 Study Progress Update

Study Process



Identify Needs & Opportunities

MAC Meeting 1

We asked you:

- ✓ For feedback on the study's Vision and Goals
- ✓ To identify transportation needs and opportunities



Assess Alternative Solutions



Develop Strategies & Recommendations

MAC Meeting 2

We are asking you:

- ✓ To provide feedback on the draft recommended projects, policies and transportation solutions



Prepare TMP Report

Round 2 Consultation Plan

- **March 23-24, 2022** – MAC Meeting 2
- **March 28, 2022** – Technical Meeting: AT Focus
- **March 30, 2022** – Technical Meeting: Transit Focus
- **April 01, 2022** – TAC Meeting 2
- **April 14, 2022** – Regional Government Review
- **April 14, 2022** – Public Information Centre 2 begins
- **June 2022** – Draft TMP and Public Review Period

Round 2 Consultation Plan (cont'd)

Three MAC meetings held in March 2022:

MAC Meeting 2-A

Bradford West Gwillimbury
Innisfil
New Tecumseth

MAC Meeting 2-B

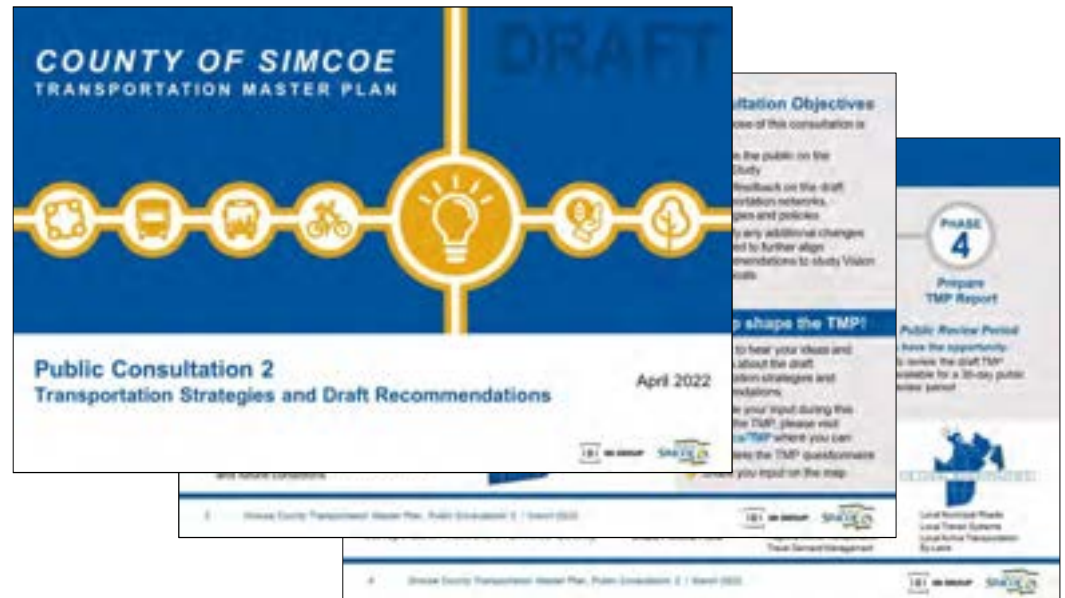
Adjala-Tosorontio
Clearview
Essa
Collingwood

MAC Meeting 2-C

Midland
Oro-Medonte
Penetanguishene
Ramara
Severn
Springwater
Tay
Tiny
Wasaga Beach

Public Information Centre 2

- Public Information Centre (PIC) 2 to launch April 14, 2022 on simcoe.ca/tmp
- PIC 2 will update the public on the TMP and invite their feedback on the draft transportation networks, strategies and policies
- PIC will consist of a virtual open house with:
 - Display boards
 - Survey
 - Interactive map
 - Project contact info





4.0 Draft Recommendations

Roads

Transit

Active Transportation

Supporting Strategies

Vision and Goals Recap

A safe, efficient and accessible multi-modal transportation system that responds to the County's vast geography, provides the connectivity needed for its growing and changing populations and businesses, and supports community and environmental health.



Connected Communities



Safe and Connected Active Transportation



Efficient Goods Movement



Responsible, Forward-Looking Stewardship



**Transit as a Viable Choice for
Everyday Travel**



Protected Natural Environment

Feedback Requested

Given the recommended actions and strategies that are presented:

- **Are there any that you are particularly in support of?**
- **Are there any that need to be revised or removed?**
- **Are any key actions or strategies missing?**

Road Network

Approach

1. Long list of projects developed from Phase I needs, including projects from 2014 TMP, consultation and base scenario analysis
2. New 2051 demand forecast considering Municipal Comprehensive Review growth allocations to assess projects and strategies
3. Apply Multiple Account Evaluation framework to score individual projects – projects with a score 30+ are carried forward within 2051 horizon; lower score projects deferred



Road Network

- **Road widenings** are recommended in response to increased traffic demand. Timing will be determined as the study progresses.
- Roads transfers to the County of Simcoe to support **efficient movement** of people and goods.
- **Improve safety** for all road users including drivers and cyclists. Cycling improvements and improved signal crossings are benefits that can be bundled with changes to the road network.
- **Manage traffic** through communities as an alternative to building new roads. For instance, improvements to 5th Line in New Tecumseth will help manage traffic in Tottenham.
- Support improvements to **provincial roads** to help move people and goods move to, from and through Simcoe County. An east-west capacity improvement study between the Province and Simcoe County is recommended for Northwest Simcoe.

Draft Road Network Map



Road Transfers to County Jurisdiction

- Ⓐ Industrial Parkway
- Ⓑ 5th Line
- Ⓒ 5th Line
- Ⓓ 10 Sideroad
- Ⓔ 6th Line
- Ⓕ Nottawasaga 27/28 Sideroad
- Ⓖ 12 Concession Sunnidale Road
- Ⓗ Fios Road 4
- Ⓘ Forbes Road (alignment to be decided)
- Ⓝ Line 3 North
- Ⓚ Line 6 North / Line 7 North
- Ⓛ Division Road
- Ⓜ Ramara Township Road 46

County Road Projects by 2051

- ① CR 10 Widening
- ② CR 88 Widening / Bond Head Bypass
- ③ CR 4 Widening (Underway)
- ④ CR 4 Widening
- ⑤ CR 89 / CR 3 Widening
- ⑥ CR 21 Widening (Underway)
- ⑦ CR 54 Widening
- ⑧ CR 53 Widening
- ⑨ CR 27 Widening
- ⑩ CR 10 Widening
- ⑪ CR 53 Widening
- ⑫ CR 43 Widening
- ⑬ CR 93 Widening
- ⑭ CR 32 Widening

CR = County Road

Note: Timing for County road jurisdiction changes and projects to be determined as the study progresses

Corridors Deferred Beyond 2051 for Study

- Ⓟ CR 10
- Ⓠ CR 27
- Ⓡ CR 10
- Ⓢ CR 43
- Ⓣ CR 40
- Ⓤ CR 27
- Ⓟ CR 93
- Ⓠ CR 44

Provincial Road Projects

- Ⓡ Highway 9 New Capacity Expansion
- Ⓢ Highway 400 New Capacity Expansion
- Ⓣ Highway 400-404 Connecting Link - Bradford Bypass
- Ⓤ Highway 400 / Innisfil Beach Road Overpass

County Supported Provincial Road Projects

- Ⓡ * New Highway 400 / Line 6 Interchange
- Ⓢ * Highway 89 East-West Link Improvement (concept)
- Ⓣ * Highway 26 Road Widening (east of Stayner)
- Ⓤ * Highway 26 Road Widening (at Hume Street)
- Ⓟ * Highway 26 Collingwood Stayner Bypass (concept)

* Project is unconfirmed and subject to further study; No funding or timeline committed.

Recommended Road Network Capacity Study

- Ⓡ Joint MTO-Simcoe County East-West Capacity Improvement Study

Draft Road Network Map

Road Uploads to County

- A. Industrial Parkway
- B. 5th Line
- C. 5th Line
- D. 10 Sideroad
- E. 6th Line

County Road Widenings by 2051

- 1. CR 10
- 2. CR 88 / Bond Head Bypass
- 3. CR 4 (Underway)
- 4. CR 4
- 5. CR 89 / CR 3
- 6. CR 21 (Underway)
- 7. CR 54
- 8. CR 53
- 9. CR 27
- 10. CR 10

Corridors Deferred Beyond 2051 for Study

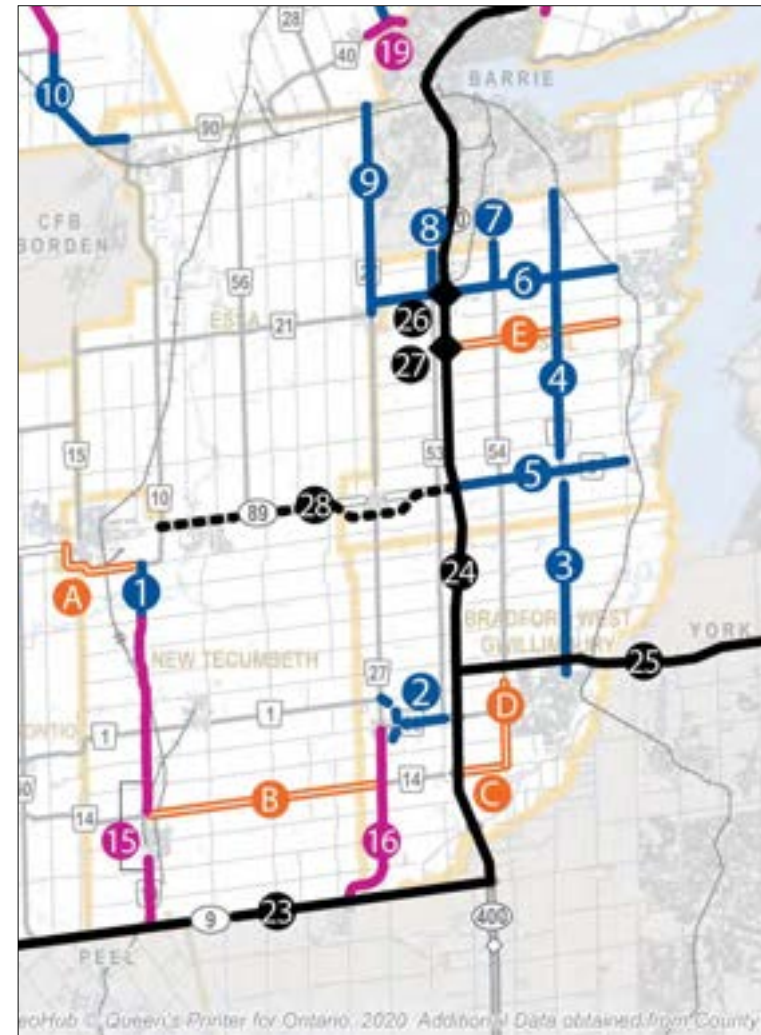
- 15. CR 10
- 16. CR 27
- 19. CR 40

Provincial Road Projects

- 23. Highway 9 New Capacity Expansion
- 24. Highway 400 New Capacity Expansion
- 25. Bradford Bypass
- 26. Highway 400 / IBR Overpass

Unconfirmed Provincial Projects

- 27. Highway 400 / Line 6 Interchange
- 28. Highway 89 Easy-West Link Improvement (Concept only)



Transit

Approach

1. Needs carried forward from Phase I
2. Key directions developed for each need
3. Prioritization into short-term and long-term actions based on Regional Government Review (RGR) timing and process to implement directions in a staged approach

Needs:



**Connectivity and
Coordination**



**Fare
Integration**



Accessibility



**Sustainable
Infrastructure
And Vehicles**



**Governance,
Funding And
Operating Models**

Transit | Draft Short-Term Actions Within 5 Years



Connectivity and Coordination

- Consolidate transit into a single system to improve customer experience and connectivity
- Complete a review of transit terminal to allow better interchanges with municipalities
- Implement weekend and late-night service trial with a focus on post-secondary and shift-work demand in evenings



Fare Integration

- Initiate review of regional transit fare policy
- Explore technologies and products that would accommodate inter-agency fares



Accessibility

- Engage riders to determine improvements for specialized transit and accessibility
- Create a design standards transit stop to standardize amenities and responsibilities with other municipalities
- Create standards for specialized transit transfer point with other municipalities



Sustainable Infrastructure And Vehicles


- Investigate funding opportunities to purchase and operate zero-emissions busses
- Conduct review of other transit agencies' sustainable technologies for infrastructure like bus stops and depots





Governance, Funding And Operating Models


- **Start implementation of regional transit model** as part of RGR
- Review delivery need and opportunities
- Improve coordination of transit vision, planning and strategy in the County of Simcoe


Transit | Draft Long-Term Actions Beyond 5 Years

-  **Connectivity and Coordination**
 - Identify and prioritize improvements at key transit connections in conjunction with service coordination
 - Review and leverage opportunities for transit service coordination on key corridors

-  **Fare Integration**
 - Implement fare strategy recommendation developed from short-term action
 - Monitor best practices at peer agencies for continuous improvement

-  **Accessibility**
 - Implement design standards framework for bus stops
 - Ensure that Simcoe County complies with or exceeds AODA standards

-  **Sustainable Infrastructure And Vehicles**
 - Transition to a zero-emissions buses with garage infrastructure to support new and future technology
 - Support the efforts of regional transit agencies to green their operations

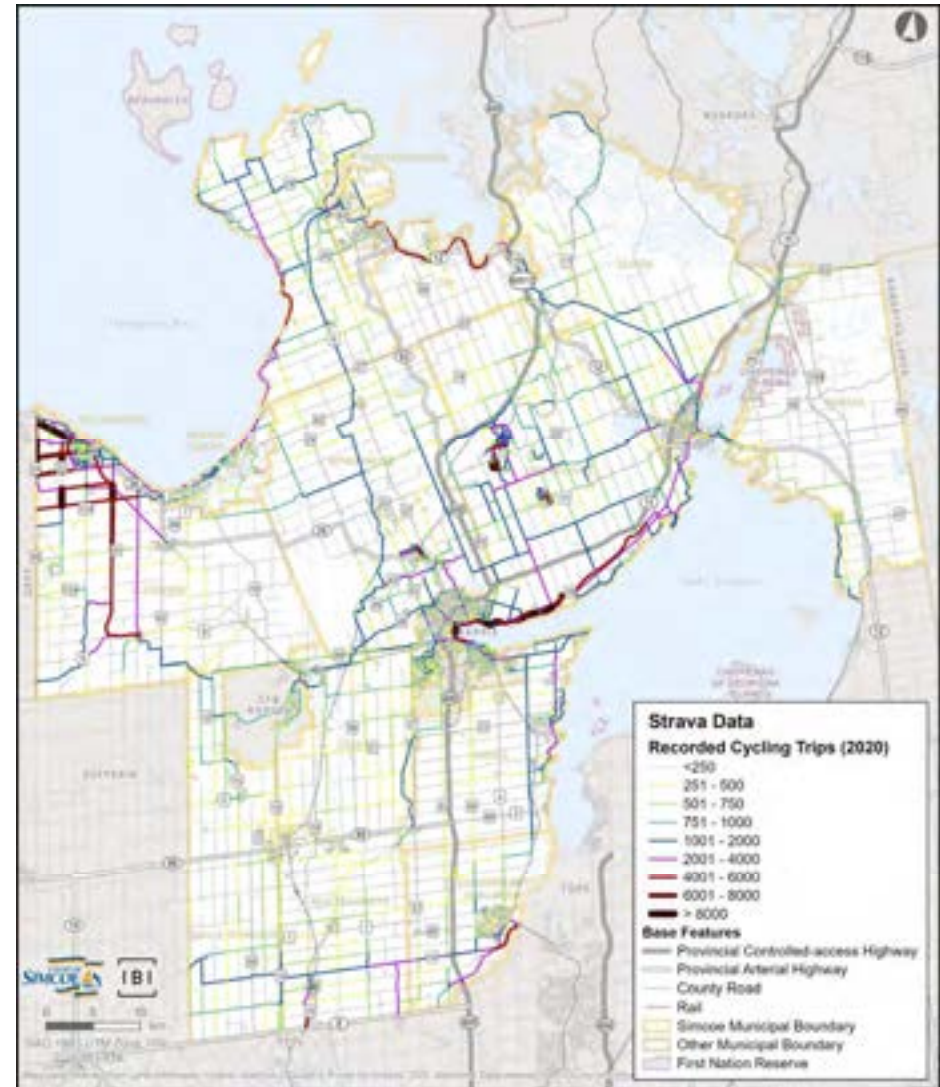
-  **Governance, Funding And Operating Models**
 - **Complete implementation of regional transit model**
 - Continue to refine and improve regionally integrated transit service, including connections to expanded GO Transit and intercity services
 - Create and implement a five-year transit plan and long-term transit vision

Active Transportation

Approach

1. Needs determined in Phase I
2. Network developed building on 2014 TMP network and using Strava / TTS data, catchment area analysis, and facility type analysis
3. Priority Cycling Network developed to meet needs and build towards Ultimate Cycling Network

Needs include: Safer, dedicated on-road cycling connections, improved connectivity, and complete streets approach



Active Transportation

The TMP recommends the following active transportation supportive items:

- Identified **priority cycling routes** will serve as the core County-wide cycling network with accelerated implementation
- Priority routes serve **multi-purpose cycling trips** (e.g. transportation, recreation and tourism purposes)
- Previously proposed cycling routes from the 2014 TMP will be carried forward to form the **ultimate cycling network**, filling in key gaps
- To improve **pedestrian safety**, County roads that run through settlement areas should be designed with enough right-of-way to allow local municipalities to construct sidewalks

Draft AT Network

The TMP recommends a **priority cycling network**:

- Ⓐ County Road 25 – **Buffered Paved Shoulders**
- Ⓑ Oro-Medonte Rail Trail – **Upgraded Trail Surface**
- Ⓒ County Road 21 – **Buffered Paved Shoulders or MUT**
- Ⓓ County Road 4 – **MUT**
- Ⓔ Concession 6 Nottawasaga Road – **Signed Route**
- Ⓕ County Rd 9 – **Paved Shoulders on one side**
- Ⓖ Clearview Collingwood Train Trail – **Upgraded Trail Surface**
- Ⓗ Clearview Collingwood Train Trail Extension – **MUT**
- Ⓘ Great Lakes Waterfront Trail – **Buffered Paved Shoulders**
- Ⓝ County Road 32 – **Boulevard MUT**
- Ⓚ Trans Canada Trail – **Upgraded Trail Surface / New MUT**
- Ⓛ County Road 32 – **Buffered Paved Shoulders or MUT**
- Ⓜ County Road 45 – **Buffered Paved Shoulders**
- Ⓝ County Road 43 – **Buffered Paved Shoulders**
- Ⓞ County Road 93 – **Paved Shoulders**



Draft AT Network

The TMP recommends an **ultimate cycling network** comprised of:

- On-road routes on County roads
- On-road routes on local municipal roads
- Off-road routes



Supporting Strategies

SAFETY STRATEGY



- Develop a road safety program that regularly collects data, identifies collision hot-spots, funds safety studies, and mitigates safety issues through capital improvements
- Follow road and AT design best practices

AIR TRAVEL



- Continue to support the use of the Lake Simcoe Regional Airport for goods movement
- Study upgrade of 7 Line and Highway 11 in partnership with MTO to improve access

TRAVEL DEMAND MANAGEMENT



- Monitor the need for a targeted TDM program and
- Consider hiring a TDM specialist
- Integrate TDM into development planning and include active transportation facilities at transit stops

CARPOOL LOTS



- Identify gaps and provide new carpool lots to encourage ride sharing (e.g. Midland, Collingwood, Angus, Alliston, Tottenham)
- Undertake study to identify sites, jurisdiction and funding

Supporting Strategies

COMMERCIAL VEHICLES



- County roads will continue to serve commercial goods movement, in conjunction with provincial highways

NEW TECHNOLOGIES



- Support the electrification of private vehicles and consider public charging stations at County buildings
- Develop a plan to support and regulate connected and automated vehicles, and align efforts with the province

FREIGHT RAIL



- Support modal shift initiatives that expand rail freight use
- Continue to use TAC guidance for rail grade separations

COMMUNICATIONS & UTILITIES



- Ensure County rights-of-way support future utility needs.

ROAD DESIGN GUIDELINES




- Update road design guidelines to reflect a complete streets approach, where all road users are considered
- Continue to use current design manuals to ensure best practices and design standards are followed

ROAD CLASSES & RATIONALIZATION



- Carry forward existing functional roadway classifications
- Carry forward existing road rationalization framework for recommended road jurisdiction changes from previous TMP



5.0 Discussion and Comments

Feedback Requested

Given the recommended actions and strategies that have been presented:

- **Are there any that you are particularly in support of?**
- **Are there any that need to be revised or removed?**
- **Are any key actions or strategies missing?**



6.0 Next Steps

Next Steps and Closing

Meeting Follow-Up

- IBI Group to distribute meeting minutes and presentation slides
- Committee to provide additional input by **April 06, 2022**

Public Information Centre 2

- Virtual PIC 2 and formal comment period commences **April 14, 2022**
- Project team to consider public and stakeholder input in refining draft recommendations

Other Project Milestones

- MAC Meetings and other stakeholder consultation scheduled over the next couple of weeks
- Draft TMP report in **June 2022**

Thank You!



Defining the cities
of tomorrow

FOLLOW US



KEY CONTACT

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Toronto ON M4V 2Y7 Canada
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Minutes

To/Attention Notes to File **Date** July 21, 2022
From IBI Group **Project No** 127452

Subject County of Simcoe TMP Update:
Municipal Advisory Committee Meeting #2
Microsoft Teams
March 23, 2022 - 1:00 p.m. to 2:00 p.m.

Present Adrianna Spinosa (Study Project Manager, County of Simcoe)
Christian Meile (Director of Transportation and Engineering,
County of Simcoe)
Rob Elliott (General Manager of Engineering, Planning and
Environment, County of Simcoe)
Dennis Childs (Transit Manager LINX Transit, County of Simcoe)
Joe Coleman (Transportation Manager, Town of Bradford West
Gwillimbury)
Katy Modaresi (Manager of Capital Projects, Town of Bradford
West Gwillimbury)
Marcio Marques (Project Manager, Capital Projects, Town of
Bradford West Gwillimbury)
Paul Dubniak (Transportation Technologist, Town of Bradford
West Gwillimbury)
Carolina Cautillo (Project Manager of Roads, Traffic and
Transportation, Town of Innisfil)
Hyder Rajab (Capital Engineering Leader, Town of Innisfil)
Meredith Goodwin (Capital Project Manager, Town of Innisfil)
Paul Pentikainen (Senior Policy Planner, Town of Innisfil)
Gordon Hui (R.J. Burnside Consultant for Town of Innisfil)
Ray Bacquie (R.J. Burnside Consultant for Town of Innisfil)
Xinli Tu (R.J. Burnside Consultant for Town of Innisfil)
David Hegarty (Project Manager of Traffic and Transportation,
Town of New Tecumseth)
Ian Todhunter (Manager of Capital Projects, Town of New
Tecumseth)
Jennifer Best (Director of Planning and Building, Town of New
Tecumseth)

Item Discussed

Action By

Jeremy Bonham (Policy Planner, Town of New Tecumseth)
Scott Johnston (Study Project Manager, IBI Group)
Anna Mori (Study Deputy Project Manager, IBI Group)
Zach Henderson (Transportation Planner, IBI Group)
Anthony Galloro (Transportation Planner, IBI Group)

Attachments Meeting Slide Deck

Distribution Attendees

1. Welcome and Introduction

Scott Johnston (IBI Group) provided opening comments and reviewed the meeting agenda, noting that input from participants is welcome after the meeting via email. Participation from the Municipal Advisory Committee (MAC) is important to developing a meaningful Transportation Master Plan (TMP) with recommendations that are responsive to local needs and opportunities.

2. Purpose of MAC Meeting 2

An overview of the purpose of MAC Meeting 2 was outlined:

- Update local municipal partners on the TMP Update study;
- Present the preferred networks and draft strategies; and
- Gather input and address concerns from local municipalities.

3. Study Progress Update

Scott provided a summary of the study process to date and noted engagement activities being conducted throughout the second round of public and stakeholder consultation.

MAC Meeting 2 is being held in three sessions, grouping municipalities geographically to allow for more focused input from local municipal partners.

Public Information Centre (PIC) 2 will be hosted virtually on www.simcoe.ca/tmp starting April 14, 2022.

4. Draft Recommendations

Scott presented the updated vision and goals, noting that they inform the study process and justify investments in roads, transit, active transportation, etc. All TMP recommendations align with the

Item Discussed

Action By

study goals and work toward achieving the transportation vision for the County of Simcoe.

MAC participants were asked to provide comments, if any, on the TMP's draft recommendations following the meeting after they have an opportunity for a more thorough review.

Note: The draft Phase II Report, outlining the draft recommendations, will be made available online at www.simcoe.ca/tmp.

Discussion points on draft recommendations are grouped by topic.

4.1 Road Network

Scott presented the draft recommended road network, providing an overview of the approach used in developing the identified projects.

Scott noted additional input can be shared offline, as well. The following items were discussed:

- **Joe Coleman (Bradford West Gwillimbury):** Is there consideration for future Emergency Detour Routes (EDR) as part of the Bradford Bypass?
 - **Scott Johnston (IBI Group):** The Team has met with MTO who advised there are no plans to update EDRs in Simcoe County.
 - **Christian Meile (County of Simcoe):** Traffic is currently using the existing road network, but the use of County / local roads in incidents on the bypass is a useful consideration for the TMP.
- **Ray Bacquie (Consultant, Innisfil):** The eastern limit of the upload of 6th Line is 20th Sideroad, however, the Orbit Development and related traffic will be centred east of here at the rail corridor. Was the upload of 6th Line east of 20th Sideroad considered?
 - **Christian Meile (County of Simcoe):** The eastern limit of the upload of 6th Line is approximate, as development plans for Orbit are in progress. There will be a certain amount of local traffic which will serve a local function, and the County would assume control over the segment of the road where an arterial function is defined. Revisions to this limit can be considered in the future when we are able to discern where this distinction would

Item Discussed

Action By

be. A note about this can be included in the Phase II Report.

Action: IBI Group to include language in Phase II report regarding eastern limit of 6th Line upload being development driven.

IBI Group

- **Ray Bacquie (Consultant, Innisfil):** How does the road widening of CR 21 at the eastern limit of 20th Sideroad coincide with the grade separation of the rail corridor?
 - **Christian Meile (County of Simcoe):** The County has been involved in discussions with Metrolinx, and the location is not planned for grade separation.
 - **Carolina Cautillo (Innisfil):** The most recent documentation from Metrolinx indicates the location currently meets the conditions for grade separation, but they are not considering it. The Town of Innisfil has defended the need for a grade separated crossing.
- **Christian Meile (County of Simcoe):** The TMP can include language noting the Town's position of the need for a grade separated crossing.

Action: IBI Group to include Town of Innisfil support of grade separated rail crossing at CR 21 and 20th Sideroad in TMP Report.

IBI Group

- **Katy Modaressi (Bradford West Gwillimbury):** Is there timing attached to the uploads of 5th Line and 10 Sideroad? The upload of 10 Sideroad is preferred to occur beyond 2041, since the Town is underway in making significant investments to the road. 10 Sideroad will remain 2 lanes and include roundabouts and modification to the slope.
 - **Scott Johnston (IBI Group):** Timing and prioritization will be confirmed further into the study and will be based on the scoring of projects conducted as part of Phase II of the TMP study. It is a long-term (2051) plan for full implementation of the recommendations of the TMP.
- **Gordon Hui (Consultant, Innisfil):** Could the land-use assumptions be shared, broken down at the zonal level? As the Town prepares its upcoming TMP, this would help advance our understanding of assumptions.
 - **Katy Modaressi (Bradford West Gwillimbury):** Bradford West Gwillimbury also requests the County share the land-use assumptions, as the Town prepares its own model.

Item Discussed

Action By

- **Scott Johnston (IBI Group):** Zonal allocation was developed internally for the TMP, and discrepancies are expected. A planned recommendation for the TMP is for the County to undertake a more comprehensive model update when allocations are better defined. The study team will be in contact if sharing the land-use assumptions is a possibility.
- **Gordon Hui (Consultant, Innisfil):** The Highway 89 east-west connecting link improvement is an important project for the Town of Innisfil; have discussions with MTO occurred?
 - **Scott Johnston (IBI Group):** MTO was not able to provide information about this project, as it is included in the recently published [Transportation Plan for the Greater Golden Horseshoe](#) (2022). The TMP however will support and advocate for this corridor and recognizes the need.
- **Carolina Cautillo (Innisfil):** It is very appreciated that the draft road network includes the Highway 89 east-west connecting link improvement, as well as a future Hwy 400 interchange at 6th Line.
- **David Hegarty (New Tecumseth):** What is the rationale for the widening of CR 10 between Industrial Parkway and 12th Line?
 - **Scott Johnston (IBI Group):** The 2014 TMP Update recommended a widening along the entire corridor, but model results for the current TMP indicate this is not necessary. Widening CR 10 between Industrial Parkway and 12th Line is responsive to growth expected in the southern part of Alliston, but the extent of this widening is development driven. This will be noted in the Phase II Report and TMP.

4.2 Transit

Scott presented the draft transit recommendations, which include strategic short-term and long-term actions. The actions are based on identified key directions that were identified as part of Phase I of the TMP. Progression toward a regional transit model (i.e. single operator transit system) was highlighted as an important recommendation. Scott noted additional input can be shared offline. The following items were discussed:

Item Discussed

Action By

- **Katy Modaressi (Bradford West Gwillimbury):** What is the vision for transit aside from the recommendations noted? Is a specific version of transit model being recommended, or a broad brush strategy that recommends collaboration between municipalities to create a data driven partnership?
 - **Scott Johnston (IBI Group):** A single operator model is being recommended. This follows models of amalgamation from other municipalities (e.g. Durham Region, Niagara Region).
- **Paul Pentikainen (Innisfil):** Note that Innisfil is seeing the benefits of the Uber partnership that has provided on-demand service and suits the context of the Town. Will the future transit system provide fixed route service only, or consider an on-demand system as well?
 - **Dennis Childs (County of Simcoe):** A regional transit model would consider best practices and lessons learned from local municipal partners. It will be advantageous to leverage the successes from Innisfil and Bradford West Gwillimbury. The goal would be to develop a user friendly, customer-based system, but we are currently at the early stages and open to input.
- **Meredith Goodwin (Innisfil):** Will stop location recommendations from the Town be considered in the TMP? A single operator model is good news for the Town and takes some pressure off our transit component as part of the Innisfil TMP currently underway.
 - **Scott Johnston (IBI Group):** The TMP is intended to provide high-level and strategic direction for transit, and does not consider routing or specific stop locations. However, expanding service over time is a recommendation of the TMP.
- **Gordon Hui (Consultant, Innisfil):** In the short-term, is there any plans for LINX route extension through Innisfil?
 - **Dennis Childs (County of Simcoe):** Additional routes are being considered. Once the TMP is complete, some proposals may be put forward.

Item Discussed

Action By

4.3 Active Transportation

Scott presented the draft recommended active transportation network, providing an overview of the approach used in developing the identified projects.

Scott noted additional input can be shared offline. The following items were discussed:

- **Ray Bacquie (Consultant, Innisfil):** It would be great if there was consideration given to a connection that utilizes the Highway 400 underpass to continue the Trans Canada Trail east into Innisfil, with connections to CR 21.
- **Gordon Hui (Consultant, Innisfil):** Depending on road transfer timing, note that there is a multi-use trail planned along 6th Line.

4.4 Supporting Strategies

Scott outlined the various draft supporting strategies, which are recommended to improve the transportation system and to support the previous recommendations. No comments were shared, and Scott noted additional input can be provided offline.

5. Further Discussion and Comments

Scott invited MAC participants to share any additional input via email.

6. Next Steps and Closing

Scott highlighted project next steps and action items, as follows:

- MAC attendees to provide additional input by **April 06, 2021**
- Meeting minutes will be shared with meeting attendees.
- MAC attendees are welcome to attend the upcoming technical meetings, as follows:
 - Active transportation focus meeting: **March 28, 2022**
 - Transit focus meeting: **March 30, 2022**
- PIC 2 scheduled to commence **April 14, 2022** on www.simcoe.ca/tmp.
- Draft TMP document expected in **June, 2022**.

Christian Meile thanked attendees for participating and contributing toward the TMP study.

MAC
IBI Group

Item Discussed

The meeting concluded at 2:00 p.m.

Action By



County of Simcoe
Transportation Master Plan Update

Municipal Advisory Committee 2

ADJALA-TOSORONTIO
CLEARVIEW
ESSA
COLLINGWOOD

PRESENTED BY IBI GROUP
MARCH 24, 2022



Agenda

1.0 Welcome and Introductions

2.0 Purpose of MAC Meeting 2

3.0 Study Progress Update

4.0 Draft Recommendations

5.0 Discussion and Comments

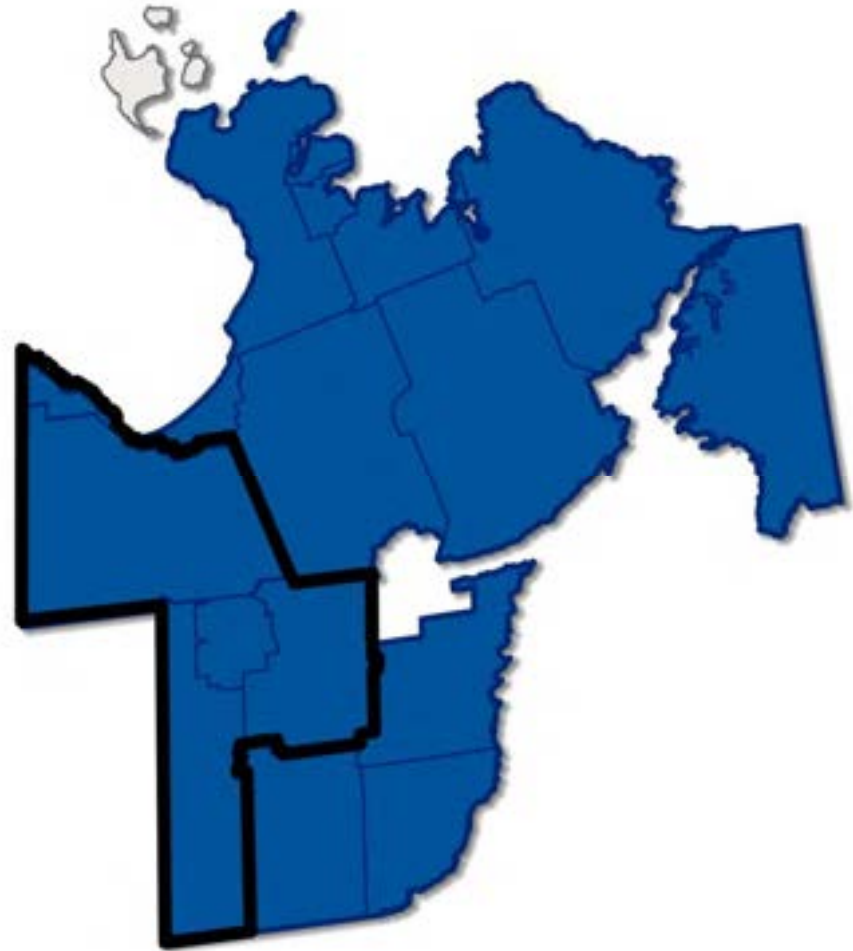
6.0 Next Steps and Closing



1.0 Welcome and Introductions

Introductions

- County of Simcoe Team
- IBI Group Team
- Municipal Representatives
 - Adjala-Tosorontio
 - Clearview
 - Essa
 - Collingwood





2.0 Purpose of MAC Meeting 2

Purpose of the Municipal Advisory Committee

Overall Purpose

- Identify key considerations to be addressed by the **Transportation Master Plan (TMP)** - *a long-term strategic plan that guides transportation policy, infrastructure and services under the jurisdiction of the County of Simcoe*

MAC Meeting 2 Purpose

- To update local municipal partners on the TMP Update study and recap progress
- To present the preferred networks and draft policies and strategies
- Gather specific input and address any concerns from lower-tier municipalities related to their local needs and issues



3.0 Study Progress Update

Study Process



Identify Needs & Opportunities

MAC Meeting 1

We asked you:

- ✓ For feedback on the study's Vision and Goals
- ✓ To identify transportation needs and opportunities



Assess Alternative Solutions



Develop Strategies & Recommendations

MAC Meeting 2

We are asking you:

- ✓ To provide feedback on the draft recommended projects, policies and transportation solutions



Prepare TMP Report

Round 2 Consultation Plan

- **March 23-24, 2022** – MAC Meeting 2
- **March 28, 2022** – Technical Meeting: AT Focus
- **March 30, 2022** – Technical Meeting: Transit Focus
- **April 01, 2022** – TAC Meeting 2
- **April 14, 2022** – Regional Government Review
- **April 14, 2022** – Public Information Centre 2 begins
- **June 2022** – Draft TMP and Public Review Period

Round 2 Consultation Plan (cont'd)

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New Tecumseth

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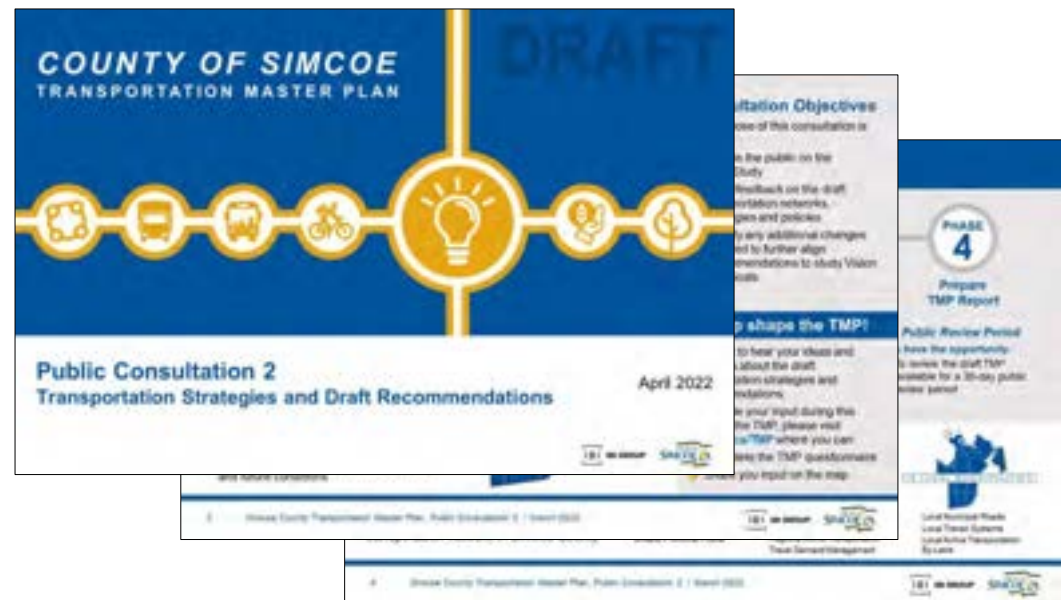
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Efficient Goods Movement



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Everyday Travel**



Protected Natural Environment

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- Roads transfers to the County of Simcoe to support **efficient movement** of people and goods.
- **Improve safety** for all road users including drivers and cyclists. Cycling improvements and improved signal crossings are benefits that can be bundled with changes to the road network.
- **Manage traffic** through communities as an alternative to building new roads. For instance, improvements to 5th Line in New Tecumseth will help manage traffic in Tottenham.
- Support improvements to **provincial roads** to help move people and goods move to, from and through Simcoe County. An east-west capacity improvement study between the Province and Simcoe County is recommended for Northwest Simcoe.

Draft Road Network Map



Road Transfers to County Jurisdiction

- Ⓐ Industrial Parkway
- Ⓑ 5th Line
- Ⓒ 5th Line
- Ⓓ 10 Sideroad
- Ⓔ 6th Line
- Ⓕ Nottawasaga 27/28 Sideroad
- Ⓖ 12 Concession Sunnidale Road
- Ⓗ Fios Road 4
- Ⓘ Forbes Road (alignment to be decided)
- Ⓝ Line 3 North
- Ⓚ Line 6 North / Line 7 North
- Ⓛ Division Road
- Ⓜ Ramara Township Road 46

County Road Projects by 2051

- ① CR 10 Widening
- ② CR 88 Widening / Bond Head Bypass
- ③ CR 4 Widening (Underway)
- ④ CR 4 Widening
- ⑤ CR 89 / CR 3 Widening
- ⑥ CR 21 Widening (Underway)
- ⑦ CR 54 Widening
- ⑧ CR 53 Widening
- ⑨ CR 27 Widening
- ⑩ CR 10 Widening
- ⑪ CR 53 Widening
- ⑫ CR 43 Widening
- ⑬ CR 93 Widening
- ⑭ CR 32 Widening

CR = County Road

Note: Timing for County road jurisdiction changes and projects to be determined as the study progresses

Corridors Deferred Beyond 2051 for Study

- Ⓟ CR 10
- Ⓠ CR 27
- Ⓡ CR 10
- Ⓢ CR 43
- Ⓣ CR 40
- Ⓤ CR 27
- ⓖ CR 93
- ⓗ CR 44

Provincial Road Projects

- Ⓣ Highway 9 New Capacity Expansion
- Ⓤ Highway 400 New Capacity Expansion
- ⓖ Highway 400-404 Connecting Link - Bradford Bypass
- ⓗ Highway 400 / Innisfil Beach Road Overpass

County Supported Provincial Road Projects

- Ⓡ * New Highway 400 / Line 6 Interchange
- Ⓢ * Highway 89 East-West Link Improvement (concept)
- Ⓣ * Highway 26 Road Widening (east of Stayner)
- Ⓤ * Highway 26 Road Widening (at Hume Street)
- ⓖ * Highway 26 Collingwood Stayner Bypass (concept)

* Project is unconfirmed and subject to further study; No funding or timeline committed.

Recommended Road Network Capacity Study

- Joint MTO-Simcoe County East-West Capacity Improvement Study

Draft Road Network Map

Road Uploads to County

- A. Industrial Parkway
- B. 5th Line
- F. Nottawasaga 27/28 Sideroad
- G. 12 Concession Sunnidale Road
- H. Flos Road 4

County Road Widenings by 2051

- 1. CR 10
- 9. CR 27
- 10. CR 10
- 11. CR 53
- 14. CR 32

Corridors Deferred Beyond 2051 for Study

- 15. CR 10
- 17. CR 10
- 18. CR 43

Provincial Road Projects

- 23. Highway 9 New Capacity Expansion

Unconfirmed Provincial Projects

- 28. Highway 89 Easy-West Link Improvement (Concept only)
- 29. Highway 26 Road Widening (East of Stayner)
- 30. Highway 26 Road Widening (at Hume Street)
- 31. Highway 26 Collingwood Stayner Bypass

Capacity Improvement EA

- Joint MTO-Simcoe County East-West Capacity Improvement Study



Transit

Approach

1. Needs carried forward from Phase I
2. Key directions developed for each need
3. Prioritization into short-term and long-term actions based on Regional Government Review (RGR) timing and process to implement directions in a staged approach

Needs:



**Connectivity and
Coordination**



**Fare
Integration**



Accessibility



**Sustainable
Infrastructure
And Vehicles**



**Governance,
Funding And
Operating Models**

Transit | Draft Short-Term Actions Within 5 Years



Connectivity and Coordination

- Consolidate transit into a single system to improve customer experience and connectivity
- Complete a review of transit terminal to allow better interchanges with municipalities
- Implement weekend and late-night service trial with a focus on post-secondary and shift-work demand in evenings



Fare Integration

- Initiate review of regional transit fare policy
- Explore technologies and products that would accommodate inter-agency fares



Accessibility

- Engage riders to determine improvements for specialized transit and accessibility
- Create a design standards transit stop to standardize amenities and responsibilities with other municipalities
- Create standards for specialized transit transfer point with other municipalities



Sustainable Infrastructure And Vehicles


- Investigate funding opportunities to purchase and operate zero-emissions busses
- Conduct review of other transit agencies' sustainable technologies for infrastructure like bus stops and depots





Governance, Funding And Operating Models


- **Start implementation of regional transit model** as part of RGR
- Review delivery need and opportunities
- Improve coordination of transit vision, planning and strategy in the County of Simcoe


Transit | Draft Long-Term Actions Beyond 5 Years

-  **Connectivity and Coordination**
 - Identify and prioritize improvements at key transit connections in conjunction with service coordination
 - Review and leverage opportunities for transit service coordination on key corridors

-  **Fare Integration**
 - Implement fare strategy recommendation developed from short-term action
 - Monitor best practices at peer agencies for continuous improvement

-  **Accessibility**
 - Implement design standards framework for bus stops
 - Ensure that Simcoe County complies with or exceeds AODA standards

-  **Sustainable Infrastructure And Vehicles**
 - Transition to a zero-emissions buses with garage infrastructure to support new and future technology
 - Support the efforts of regional transit agencies to green their operations

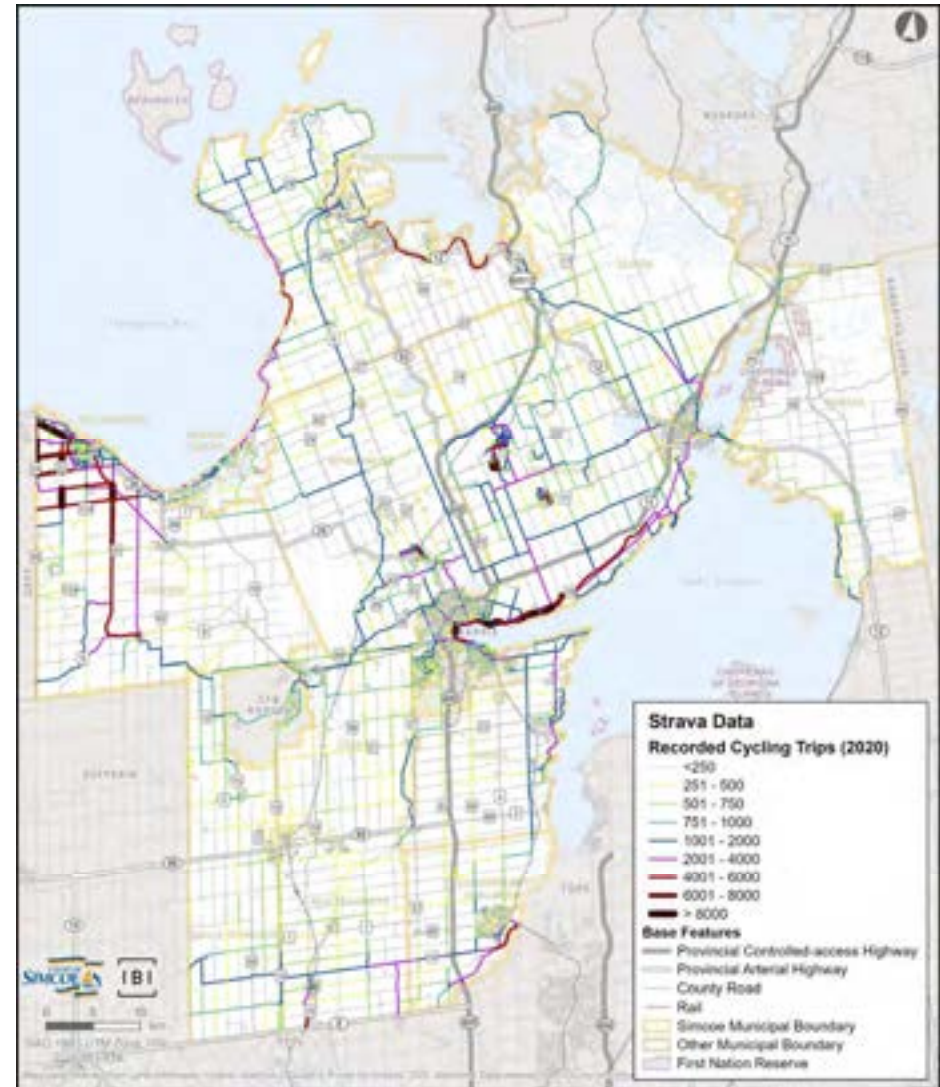
-  **Governance, Funding And Operating Models**
 - **Complete implementation of regional transit model**
 - Continue to refine and improve regionally integrated transit service, including connections to expanded GO Transit and intercity services
 - Create and implement a five-year transit plan and long-term transit vision

Active Transportation

Approach

1. Needs determined in Phase I
2. Network developed building on 2014 TMP network and using Strava / TTS data, catchment area analysis, and facility type analysis
3. Priority Cycling Network developed to meet needs and build towards Ultimate Cycling Network

Needs include: Safer, dedicated on-road cycling connections, improved connectivity, and complete streets approach



Active Transportation

The TMP recommends the following active transportation supportive items:

- Identified **priority cycling routes** will serve as the core County-wide cycling network with accelerated implementation
- Priority routes serve **multi-purpose cycling trips** (e.g. transportation, recreation and tourism purposes)
- Previously proposed cycling routes from the 2014 TMP will be carried forward to form the **ultimate cycling network**, filling in key gaps
- To improve **pedestrian safety**, County roads that run through settlement areas should be designed with enough right-of-way to allow local municipalities to construct sidewalks

Draft AT Network

The TMP recommends a **priority cycling network**:

- Ⓐ County Road 25 – **Buffered Paved Shoulders**
- Ⓑ Oro-Medonte Rail Trail – **Upgraded Trail Surface**
- Ⓒ County Road 21 – **Buffered Paved Shoulders or MUT**
- Ⓓ County Road 4 – **MUT**
- Ⓔ Concession 6 Nottawasaga Road – **Signed Route**
- Ⓕ County Rd 9 – **Paved Shoulders on one side**
- Ⓖ Clearview Collingwood Train Trail – **Upgraded Trail Surface**
- Ⓗ Clearview Collingwood Train Trail Extension – **MUT**
- Ⓘ Great Lakes Waterfront Trail – **Buffered Paved Shoulders**
- Ⓝ County Road 32 – **Boulevard MUT**
- Ⓚ Trans Canada Trail – **Upgraded Trail Surface / New MUT**
- Ⓛ County Road 32 – **Buffered Paved Shoulders or MUT**
- Ⓜ County Road 45 – **Buffered Paved Shoulders**
- Ⓝ County Road 43 – **Buffered Paved Shoulders**
- Ⓞ County Road 93 – **Paved Shoulders**



Draft AT Network

The TMP recommends an **ultimate cycling network** comprised of:

- On-road routes on County roads
- On-road routes on local municipal roads
- Off-road routes



Supporting Strategies

SAFETY STRATEGY



- Develop a road safety program that regularly collects data, identifies collision hot-spots, funds safety studies, and mitigates safety issues through capital improvements
- Follow road and AT design best practices

AIR TRAVEL



- Continue to support the use of the Lake Simcoe Regional Airport for goods movement
- Study upgrade of 7 Line and Highway 11 in partnership with MTO to improve access

TRAVEL DEMAND MANAGEMENT



- Monitor the need for a targeted TDM program and
- Consider hiring a TDM specialist
- Integrate TDM into development planning and include active transportation facilities at transit stops

CARPOOL LOTS



- Identify gaps and provide new carpool lots to encourage ride sharing (e.g. Midland, Collingwood, Angus, Alliston, Tottenham)
- Undertake study to identify sites, jurisdiction and funding

Supporting Strategies

COMMERCIAL VEHICLES



- County roads will continue to serve commercial goods movement, in conjunction with provincial highways

NEW TECHNOLOGIES



- Support the electrification of private vehicles and consider public charging stations at County buildings
- Develop a plan to support and regulate connected and automated vehicles, and align efforts with the province

FREIGHT RAIL



- Support modal shift initiatives that expand rail freight use
- Continue to use TAC guidance for rail grade separations

COMMUNICATIONS & UTILITIES



- Ensure County rights-of-way support future utility needs.

ROAD DESIGN GUIDELINES




- Update road design guidelines to reflect a complete streets approach, where all road users are considered
- Continue to use current design manuals to ensure best practices and design standards are followed

ROAD CLASSES & RATIONALIZATION



- Carry forward existing functional roadway classifications
- Carry forward existing road rationalization framework for recommended road jurisdiction changes from previous TMP



5.0 Discussion and Comments

Feedback Requested

Given the recommended actions and strategies that have been presented:

- **Are there any that you are particularly in support of?**
- **Are there any that need to be revised or removed?**
- **Are any key actions or strategies missing?**



6.0 Next Steps

Next Steps and Closing

Meeting Follow-Up

- IBI Group to distribute meeting minutes and presentation slides
- Committee to provide additional input by **April 06, 2022**

Public Information Centre 2

- Virtual PIC 2 and formal comment period commences **April 14, 2022**
- Project team to consider public and stakeholder input in refining draft recommendations

Other Project Milestones

- MAC Meetings and other stakeholder consultation scheduled over the next couple of weeks
- Draft TMP report in **June 2022**

Thank You!



Defining the cities
of tomorrow

FOLLOW US



KEY CONTACT

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Minutes

To/Attention Notes to File **Date** July 21, 2022
From IBI Group **Project No** 127452

Subject County of Simcoe TMP Update:
Municipal Advisory Committee Meeting #2
Microsoft Teams
March 24, 2022 - 10:00 a.m. to 11:00 a.m.

Present Adrianna Spinosa (Study Project Manager, County of Simcoe)
Christian Meile (Director of Transportation and Engineering,
County of Simcoe)
Ronjay Clarke (Transit Analyst, County of Simcoe)
Jaclyn Cook (Planning Technician, Township of Adjala-Tosorontio)
Matts Bos (Public Works Forman, Township of Adjala-Tosorontio)
Steve Kimberley (Technician Supervisor of Engineering and Asset
Management, Township of Adjala-Tosorontio)
Jeremy Walton (Engineering Coordinator, Township of Essa)
Josh Mueller (Planner, Township of Essa)
Dan Perreault (Deputy Director of Public Works, Township of
Clearview)
Mike Rawn (Director of Public Works, Township of Clearview)
Kristofer Wiszniak (Operations and Transit Coordinator, Town of
Collingwood)
Nathan Wukasch (Planner, Town of Collingwood)
Summer Valentine (Director of Planning, Building and Economic
Development, Town of Collingwood)
John Velick (Manager of Engineering, Town of Collingwood)
Scott Johnston (Study Project Manager, IBI Group)
Anna Mori (Study Deputy Project Manager, IBI Group)
Anthony Galloro (Transportation Planner, IBI Group)

Attachments Meeting Slide Deck

Distribution Attendees

Item Discussed

Action By

1. Welcome and Introduction

Scott Johnston (IBI Group) provided opening comments and reviewed the meeting agenda, noting that input from participants is welcome after the meeting via email. Participation from the Municipal Advisory Committee (MAC) is important to developing a meaningful Transportation Master Plan (TMP) with recommendations that are responsive to local needs and opportunities.

2. Purpose of MAC Meeting 2

An overview of the purpose of MAC Meeting 2 was outlined:

- Update local municipal partners on the TMP Update study;
- Present the preferred networks and draft strategies; and
- Gather input and address concerns from local municipalities.

3. Study Progress Update

Scott provided a summary of the study process to date and noted engagement activities being conducted throughout the second round of public and stakeholder consultation.

MAC Meeting 2 is being held in three sessions, grouping municipalities geographically to allow for more focused input from local municipal partners.

Public Information Centre (PIC) 2 will be hosted virtually on www.simcoe.ca/tmp starting April 14, 2022.

4. Draft Recommendations

Scott presented the updated vision and goals, noting that they inform the study process and justify investments in roads, transit, active transportation, etc. All TMP recommendations align with the study goals and work toward achieving the transportation vision for the County of Simcoe.

MAC participants were asked to provide comments, if any, on the TMP's draft recommendations following the meeting after they have an opportunity for a more thorough review.

Note: The draft Phase II Report, outlining the draft recommendations, will be made available online at www.simcoe.ca/tmp.

Discussion points on draft recommendations are grouped by topic.

Item Discussed

Action By

4.1 Road Network

Scott presented the draft recommended road network, providing an overview of the approach used in developing the identified projects. An east-west capacity improvement study (in partnership with the MTO) recommended for northwest Simcoe County was also highlighted.

Scott noted additional input can be shared offline, as well. The following items were discussed:

- **Dan Perreault (Clearview):** The study recommended for northwest Simcoe in partnership with the MTO is good, and it may help with opposition to the closure of CR 91 west of CR 124. Has this been joint study been presented to the MTO?
 - **Scott Johnston (IBI Group):** MTO was unable to comment on projects not included in the recently published [Transportation Plan for the Greater Golden Horseshoe](#) (2022). The TMP recommends a more detailed study be undertaken with support from the Province to determine the best solution for the region. MTO is still to be met with in this second round of consultation.
 - **Anna Mori (IBI Group):** Improvements to CR 32 as well as Nottawasaga 27/28 Sideroad would be dependent on the findings of the recommended study.
 - **Christian Meile (County of Simcoe):** There is language in the GGH Plan that indicates improvements are needed.
- **Steve Kimberley (Adjala-Tosorontio):** There are no road network changes recommended for Adjala-Tosorontio, however, traffic flow impediments caused by CFB Borden should be considered. Route planning apps also send traffic west along CR 21, and then south along 15 Sideroad to Concession Road 3. Concession Road 3 north of CR 12 has a lot of congestion, since there are no County roads north of CR 12. Additionally, there is also a lot of traffic from the Honda plant to consider. The Township will share traffic data, as required.
- **Dan Perreault (Clearview):** Were other municipal roads considered for potential upload besides the ones recommended? Centre Line Road (which runs parallel to CR

**Steve
Kimberley**

Item Discussed

Action By

42) and Concession 10 North (which runs parallel to CR 124) are local roadways that have become very busy.

- **Scott Johnston (IBI Group):** The team can review requests to consider other roads if data can be provided. A road rationalization framework was used to assess potential roads for transfer, and roads must meet multiple criteria to be met. Nottawasaga 27/28 Sideroad may not make sense as a candidate for upload, and another alignment that is more suitable to accommodate existing growth may be considered.

Anna Mori (IBI Group): The 2008 and 2014 TMPs recommended the transfer of Nottawasaga 27/28 Sideroad. However, the corridor is a gravel road and runs parallel to an existing County road. Perhaps Sideroad 33/34 could be considered.

- **Mike Rawn (Clearview):** The number of houses on Sideroad 33/34 would be a concern for upload.
- **Anna Mori (IBI Group):** These uploads could be considered in the capacity study described above.

4.2 Transit

Scott presented the draft transit recommendations, which include strategic short-term and long-term actions. The actions are based on identified key directions that were identified as part of Phase I of the TMP. Progression toward a regional transit model (i.e. single operator transit system) was highlighted as an important recommendation. No comments were shared, and Scott noted additional input can be provided offline.

4.3 Active Transportation

Scott presented the draft recommended active transportation network, providing an overview of the approach used in developing the identified projects. The following items were discussed:

- **Christian Meile (County of Simcoe):** There was a lot of discussion in identifying CR 124 for cycling infrastructure. However, identifying the Clearview Collingwood Train Trail as a priority corridor made more sense, and was supported by Strava data. While this isn't under County jurisdiction, perhaps the role of the County could be to help fund the project. The project will likely help divert some cycling traffic off roadways.

Item Discussed

Action By

- **Dan Perreault (Clearview):** Trail surface type is very important. The Township struggles with cyclists on Concession 10, as well as on Fairgrounds Road. Designating a roadway as a cycling route should be considered.
- **Scott Johnston (IBI Group):** The TMP can comment on paved vs crushed limestone, but specific segment surfacing would be subject to future study.

4.4 Supporting Strategies

Scott outlined the various draft supporting strategies, which are recommended to improve the transportation system and to support the previous recommendations.

Scott noted additional input can be shared offline. The following items were discussed:

- **Josh Mueller (Essa):** Have electric charging stations been considered at carpool lots?
 - **Scott Johnston (IBI Group):** There is a TMP strategy that focuses on new technologies and charging stations. The TMP can consider a recommendation for electric chargers at carpool lot locations.

5. Discussion and Comments

Scott noted that MAC participants are encouraged to share any additional input via email.

6. Next Steps and Closing

Scott highlighted project next steps and action items, as follows:

- MAC attendees to provide additional input by **April 06, 2021**
- Meeting minutes will be shared with meeting attendees.
- MAC attendees are welcome to attend the upcoming technical meetings, as follows:
 - Active transportation focus meeting: **March 28, 2022**
 - Transit focus meeting: **March 30, 2022**
- PIC 2 scheduled to commence **April 14, 2022** on www.simcoe.ca/tmp.
- Draft TMP document expected in **June, 2022**.

MAC
IBI Group

Item Discussed

Christian Meile thanked attendees for participating and contributing toward the TMP study.

The meeting concluded at 11:00 a.m.

Action By



County of Simcoe
Transportation Master Plan Update

Municipal Advisory Committee 2

MIDLAND	RAMARA	TAY
ORO-MEDONTE	SEVERN	TINY
PENETANGUISHENE	SPRINGWATER	WASAGA BEACH

PRESENTED BY IBI GROUP
MARCH 24, 2022



Agenda

1.0 Welcome and Introductions

2.0 Purpose of MAC Meeting 2

3.0 Study Progress Update

4.0 Draft Recommendations

5.0 Discussion and Comments

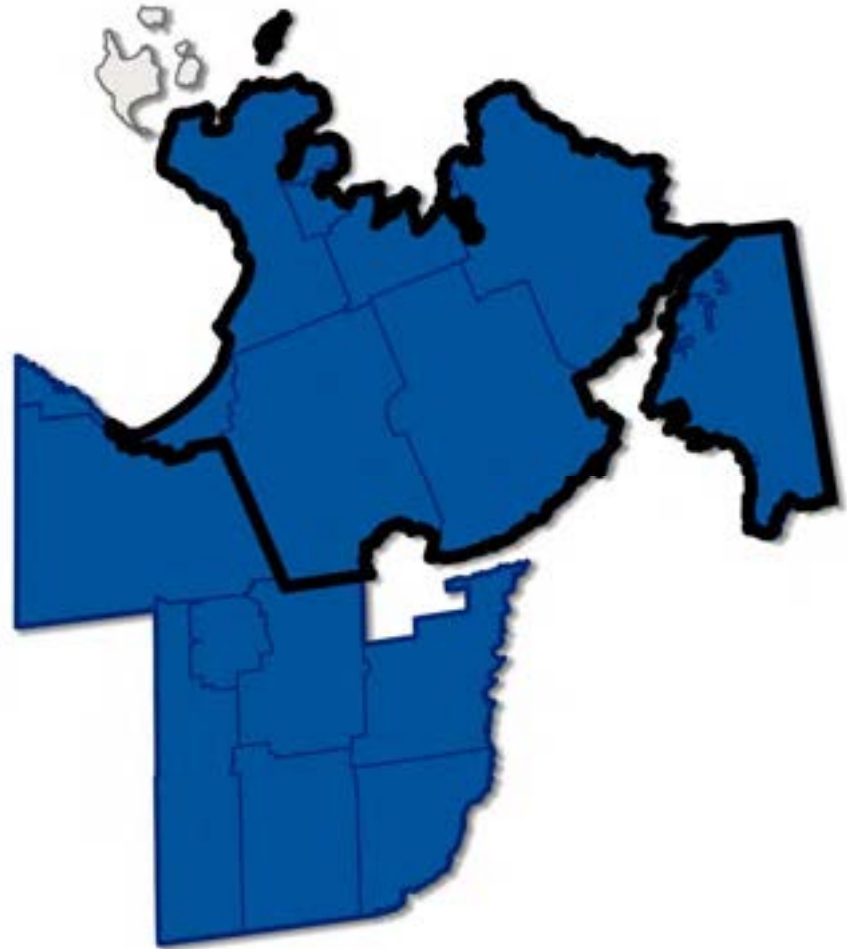
6.0 Next Steps and Closing



1.0 Welcome and Introductions

Introductions

- County of Simcoe Team
- IBI Group Team
- Municipal Representatives
 - Midland
 - Oro-Medonte
 - Penetanguishene
 - Ramara
 - Severn
 - Springwater
 - Tay
 - Tiny
 - Wasaga Beach





2.0 Purpose of MAC Meeting 2

Purpose of the Municipal Advisory Committee

Overall Purpose

- Identify key considerations to be addressed by the **Transportation Master Plan (TMP)** - a long-term strategic plan that guides transportation policy, infrastructure and services under the jurisdiction of the County of Simcoe

MAC Meeting 2 Purpose

- To update local municipal partners on the TMP Update study and recap progress
- To present the preferred networks and draft policies and strategies
- Gather specific input and address any concerns from lower-tier municipalities related to their local needs and issues



3.0 Study Progress Update

Study Process



Identify Needs & Opportunities

MAC Meeting 1

We asked you:

- ✓ For feedback on the study's Vision and Goals
- ✓ To identify transportation needs and opportunities



Assess Alternative Solutions



Develop Strategies & Recommendations

MAC Meeting 2

We are asking you:

- ✓ To provide feedback on the draft recommended projects, policies and transportation solutions



Prepare TMP Report

Round 2 Consultation Plan

- **March 23-24, 2022** – MAC Meeting 2
- **March 28, 2022** – Technical Meeting: AT Focus
- **March 30, 2022** – Technical Meeting: Transit Focus
- **April 01, 2022** – TAC Meeting 2
- **April 14, 2022** – Regional Government Review
- **April 14, 2022** – Public Information Centre 2 begins
- **June 2022** – Draft TMP and Public Review Period

Round 2 Consultation Plan (cont'd)

Three MAC meetings held in March 2022:

MAC Meeting 2-A

Bradford West Gwillimbury
Innisfil
New Tecumseth

MAC Meeting 2-B

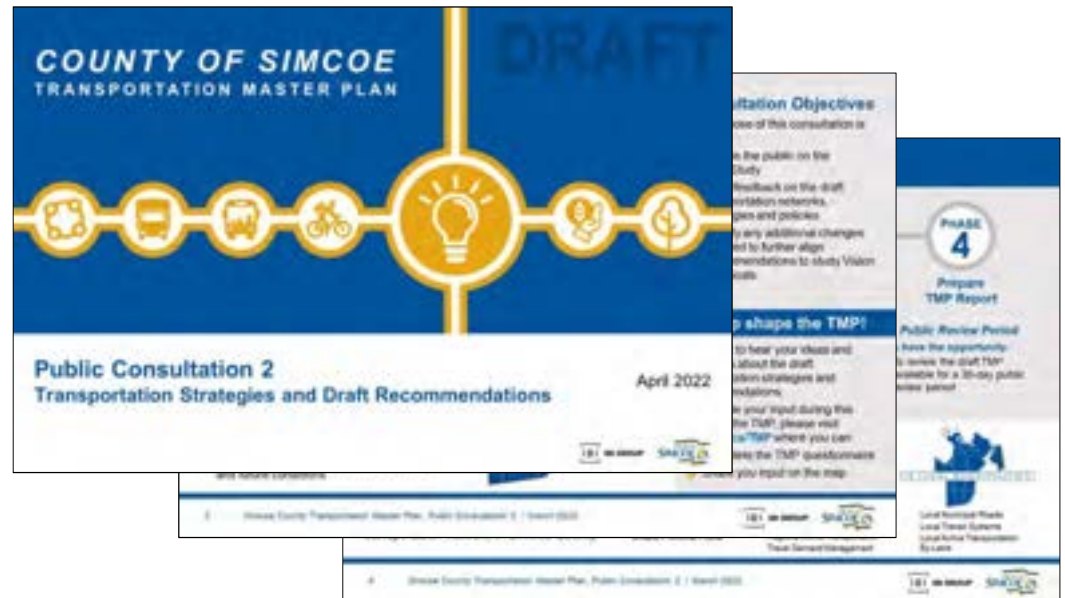
Adjala-Tosorontio
Clearview
Essa
Collingwood

MAC Meeting 2-C

Midland
Oro-Medonte
Penetanguishene
Ramara
Severn
Springwater
Tay
Tiny
Wasaga Beach

Public Information Centre 2

- Public Information Centre (PIC) 2 to launch April 14, 2022 on simcoe.ca/tmp
- PIC 2 will update the public on the TMP and invite their feedback on the draft transportation networks, strategies and policies
- PIC will consist of a virtual open house with:
 - Display boards
 - Survey
 - Interactive map
 - Project contact info





4.0 Draft Recommendations

Roads

Transit

Active Transportation

Supporting Strategies

Vision and Goals Recap

A safe, efficient and accessible multi-modal transportation system that responds to the County's vast geography, provides the connectivity needed for its growing and changing populations and businesses, and supports community and environmental health.



Connected Communities



Safe and Connected Active Transportation



Efficient Goods Movement



Responsible, Forward-Looking Stewardship



**Transit as a Viable Choice for
Everyday Travel**



Protected Natural Environment

Feedback Requested

Given the recommended actions and strategies that are presented:

- **Are there any that you are particularly in support of?**
- **Are there any that need to be revised or removed?**
- **Are any key actions or strategies missing?**

Road Network

Approach

1. Long list of projects developed from Phase I needs, including projects from 2014 TMP, consultation and base scenario analysis
2. New 2051 demand forecast considering Municipal Comprehensive Review growth allocations to assess projects and strategies
3. Apply Multiple Account Evaluation framework to score individual projects – projects with a score 30+ are carried forward within 2051 horizon; lower score projects deferred



Road Network

- **Road widenings** are recommended in response to increased traffic demand. Timing will be determined as the study progresses.
- Roads transfers to the County of Simcoe to support **efficient movement** of people and goods.
- **Improve safety** for all road users including drivers and cyclists. Cycling improvements and improved signal crossings are benefits that can be bundled with changes to the road network.
- **Manage traffic** through communities as an alternative to building new roads. For instance, improvements to 5th Line in New Tecumseth will help manage traffic in Tottenham.
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CR = County Road

Note: Timing for County road jurisdiction changes and projects to be determined as the study progresses

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Recommended Road Network Capacity Study

- Ⓡ Joint MTO-Simcoe County East-West Capacity Improvement Study

Draft Road Network Map

Road Uploads to County

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- 12. CR 43
- 13. CR 93

Unconfirmed Provincial Projects

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1. Needs carried forward from Phase I
2. Key directions developed for each need
3. Prioritization into short-term and long-term actions based on Regional Government Review (RGR) timing and process to implement directions in a staged approach

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**Connectivity and
Coordination**



**Fare
Integration**



Accessibility



**Sustainable
Infrastructure
And Vehicles**



**Governance,
Funding And
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Transit | Draft Short-Term Actions Within 5 Years



Connectivity and Coordination

- Consolidate transit into a single system to improve customer experience and connectivity
- Complete a review of transit terminal to allow better interchanges with municipalities
- Implement weekend and late-night service trial with a focus on post-secondary and shift-work demand in evenings



Fare Integration

- Initiate review of regional transit fare policy
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Accessibility

- Engage riders to determine improvements for specialized transit and accessibility
- Create a design standards transit stop to standardize amenities and responsibilities with other municipalities
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- Investigate funding opportunities to purchase and operate zero-emissions busses
- Conduct review of other transit agencies' sustainable technologies for infrastructure like bus stops and depots





Governance, Funding And Operating Models


- **Start implementation of regional transit model** as part of RGR
- Review delivery need and opportunities
- Improve coordination of transit vision, planning and strategy in the County of Simcoe


Transit | Draft Long-Term Actions Beyond 5 Years

-  **Connectivity and Coordination**
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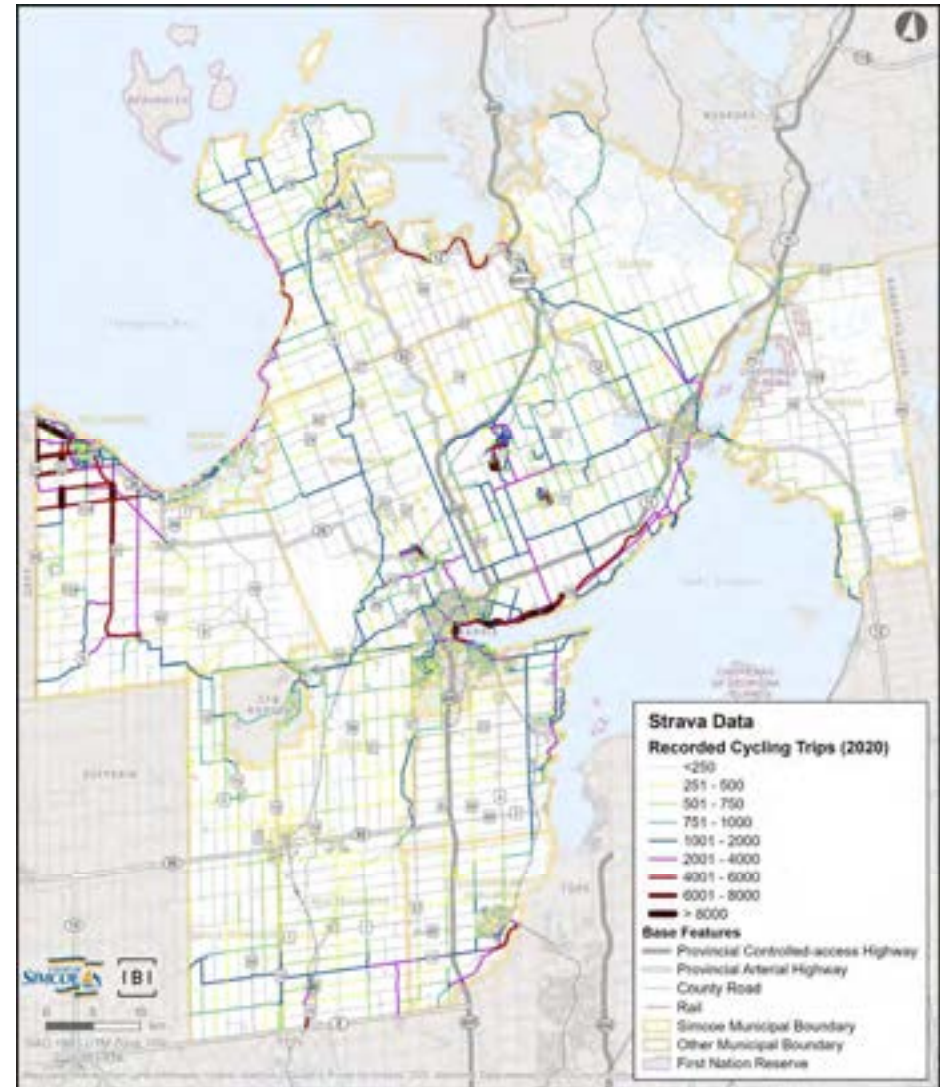
-  **Governance, Funding And Operating Models**
 - **Complete implementation of regional transit model**
 - Continue to refine and improve regionally integrated transit service, including connections to expanded GO Transit and intercity services
 - Create and implement a five-year transit plan and long-term transit vision

Active Transportation

Approach

1. Needs determined in Phase I
2. Network developed building on 2014 TMP network and using Strava / TTS data, catchment area analysis, and facility type analysis
3. Priority Cycling Network developed to meet needs and build towards Ultimate Cycling Network

Needs include: Safer, dedicated on-road cycling connections, improved connectivity, and complete streets approach



Active Transportation

The TMP recommends the following active transportation supportive items:

- Identified **priority cycling routes** will serve as the core County-wide cycling network with accelerated implementation
- Priority routes serve **multi-purpose cycling trips** (e.g. transportation, recreation and tourism purposes)
- Previously proposed cycling routes from the 2014 TMP will be carried forward to form the **ultimate cycling network**, filling in key gaps
- To improve **pedestrian safety**, County roads that run through settlement areas should be designed with enough right-of-way to allow local municipalities to construct sidewalks

Draft AT Network

The TMP recommends a **priority cycling network**:

- Ⓐ County Road 25 – **Buffered Paved Shoulders**
- Ⓑ Oro-Medonte Rail Trail – **Upgraded Trail Surface**
- Ⓒ County Road 21 – **Buffered Paved Shoulders or MUT**
- Ⓓ County Road 4 – **MUT**
- Ⓔ Concession 6 Nottawasaga Road – **Signed Route**
- Ⓕ County Rd 9 – **Paved Shoulders on one side**
- Ⓖ Clearview Collingwood Train Trail – **Upgraded Trail Surface**
- Ⓗ Clearview Collingwood Train Trail Extension – **MUT**
- Ⓘ Great Lakes Waterfront Trail – **Buffered Paved Shoulders**
- Ⓝ County Road 32 – **Boulevard MUT**
- Ⓚ Trans Canada Trail – **Upgraded Trail Surface / New MUT**
- Ⓛ County Road 32 – **Buffered Paved Shoulders or MUT**
- Ⓜ County Road 45 – **Buffered Paved Shoulders**
- Ⓝ County Road 43 – **Buffered Paved Shoulders**
- Ⓞ County Road 93 – **Paved Shoulders**



Draft AT Network

The TMP recommends an **ultimate cycling network** comprised of:

- On-road routes on County roads
- On-road routes on local municipal roads
- Off-road routes



Supporting Strategies

SAFETY STRATEGY



- Develop a road safety program that regularly collects data, identifies collision hot-spots, funds safety studies, and mitigates safety issues through capital improvements
- Follow road and AT design best practices

AIR TRAVEL



- Continue to support the use of the Lake Simcoe Regional Airport for goods movement
- Study upgrade of 7 Line and Highway 11 in partnership with MTO to improve access

TRAVEL DEMAND MANAGEMENT



- Monitor the need for a targeted TDM program and
- Consider hiring a TDM specialist
- Integrate TDM into development planning and include active transportation facilities at transit stops

CARPOOL LOTS



- Identify gaps and provide new carpool lots to encourage ride sharing (e.g. Midland, Collingwood, Angus, Alliston, Tottenham)
- Undertake study to identify sites, jurisdiction and funding

Supporting Strategies

COMMERCIAL VEHICLES



- County roads will continue to serve commercial goods movement, in conjunction with provincial highways

NEW TECHNOLOGIES



- Support the electrification of private vehicles and consider public charging stations at County buildings
- Develop a plan to support and regulate connected and automated vehicles, and align efforts with the province

FREIGHT RAIL



- Support modal shift initiatives that expand rail freight use
- Continue to use TAC guidance for rail grade separations

COMMUNICATIONS & UTILITIES



- Ensure County rights-of-way support future utility needs.

ROAD DESIGN GUIDELINES




- Update road design guidelines to reflect a complete streets approach, where all road users are considered
- Continue to use current design manuals to ensure best practices and design standards are followed

ROAD CLASSES & RATIONALIZATION



- Carry forward existing functional roadway classifications
- Carry forward existing road rationalization framework for recommended road jurisdiction changes from previous TMP



5.0 Discussion and Comments

Feedback Requested

Given the recommended actions and strategies that have been presented:

- **Are there any that you are particularly in support of?**
- **Are there any that need to be revised or removed?**
- **Are any key actions or strategies missing?**



6.0 Next Steps

Next Steps and Closing

Meeting Follow-Up

- IBI Group to distribute meeting minutes and presentation slides
- Committee to provide additional input by **April 06, 2022**

Public Information Centre 2

- Virtual PIC 2 and formal comment period commences **April 14, 2022**
- Project team to consider public and stakeholder input in refining draft recommendations

Other Project Milestones

- MAC Meetings and other stakeholder consultation scheduled over the next couple of weeks
- Draft TMP report in **June 2022**

Thank You!



Defining the cities
of tomorrow

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KEY CONTACT

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Minutes

To/Attention Notes to File **Date** June 10, 2022
From IBI Group **Project No** 127452

Subject County of Simcoe TMP Update:
Municipal Advisory Committee Meeting #2
Microsoft Teams
March 24, 2022 - 1:00 p.m. to 2:00 p.m.

Present Adrianna Spinosa (Study Project Manager, County of Simcoe)
Christian Meile (Director of Transportation and Engineering,
County of Simcoe)
Claire Walker (Project Engineer, County of Simcoe)
Dennis Childs (Transit Manager LINX Transit, County of Simcoe)
Greg Marek (Manager of Planning, County of Simcoe)
James Turnbull (Operations Supervisor, Town of Midland)
Mitch Sobil (Manager of Engineering, Town of Midland)
Justin Metras (Manager, Infrastructure and Capital Projects,
Township of Oro-Medonte)
Shawn Binns (Director, Operations and Community Services,
Township of Oro-Medonte)
Owen Taylor (Planner, Town of Penetanguishene)
Bryan Murray (Director of Public Works, Town of Penetanguishene)
Deb McCabe (Planning Supervisor/Zoning Administrator,
Township of Ramara)
Jennifer Stong (Planning Technician, Township of Ramara)
Josh Kavanagh (Director of Infrastructure and Drainage
Superintendent, Township of Ramara)
Walied Zekry (Director of Building and Planning and Chief Building
Official, Township of Ramara)
Derek Burke (Director of Public Works, Township of Severn)
Brent Spagnol (Director of Planning Services and By-law
Enforcement, Township of Springwater)
Steve Buchanan (Operations Technician, Township of
Springwater)

Item Discussed

Action By

Shawn Berriault (General Manager, Operational Services and Manager of Engineering Services, Tay Township)
Todd Weatherell (Manager of Planning and Development Services, Tay Township)
Shawn Persaud (Director of Planning and Development, Township of Tiny)
Tim Leitch (Director of Public Works, Township of Tiny)
Jonathan Uvlenbroek (Project/Transit Coordinator, Town of Wasaga Beach)
Kevin Lalonde (Director of Public Works, Town of Wasaga Beach)
Scott Johnston (Study Project Manager, IBI Group)
Anna Mori (Study Deputy Project Manager, IBI Group)
Anthony Galloro (Transportation Planner, IBI Group)
Zach Henderson (Transportation Planner, IBI Group)

Attachments Meeting Slide Deck

Distribution Attendees

1. Welcome and Introduction

Scott Johnston (IBI Group) provided opening comments and reviewed the meeting agenda, noting that input from participants is welcome after the meeting via email. Participation from the Municipal Advisory Committee (MAC) is important to developing a meaningful Transportation Master Plan (TMP) with recommendations that are responsive to local needs and opportunities.

2. Purpose of MAC Meeting 2

An overview of the purpose of MAC Meeting 2 was outlined:

- Update local municipal partners on the TMP Update study;
- Present the preferred networks and draft strategies; and
- Gather input and address concerns from local municipalities.

3. Study Progress Update

Scott provided a summary of the study process to date and noted engagement activities being conducted throughout the second round of public and stakeholder consultation.

Item Discussed

Action By

MAC Meeting 2 is being held in three sessions, grouping municipalities geographically to allow for more focused input from local municipal partners.

Public Information Centre (PIC) 2 will be hosted virtually on www.simcoe.ca/tmp starting April 14, 2022.

4. Draft Recommendations

Scott presented the updated vision and goals, noting that they inform the study process and justify investments in roads, transit, active transportation, etc. All TMP recommendations align with the study goals and work toward achieving the transportation vision for the County of Simcoe.

MAC participants were asked to provide comments, if any, on the TMP's draft recommendations following the meeting after they have an opportunity for a more thorough review.

Note: The draft Phase II Report, outlining the draft recommendations, will be made available online at www.simcoe.ca/tmp.

Discussion points on draft recommendations are grouped by topic.

4.1 Road Network

Scott presented the draft recommended road network, providing an overview of the approach used in developing the identified projects. An east-west capacity improvement study (in partnership with the MTO) recommended for northwest Simcoe County was also highlighted.

Scott noted additional input can be shared offline, as well. The following items were discussed:

- **Justin Metras (Oro-Medonte):** What is the timing of road uploads to the County?
 - **Scott Johnston (IBI Group):** Timing will be based on project scoring results from the Multiple Account Evaluation framework conducted as part of Phase II.
- **Mitch Sobil (Midland):** Is the widening of CR 93 in Midland to accommodate bike lanes or to widen to four lanes?
 - **Christian Meile (County of Simcoe):** The County is proceeding with bike lanes, however, this project is referring to widening the road to four lanes (likely in the late 2020s).

Item Discussed

Action By

- **Derek Burke (Severn):** The Township is supportive of the upload of Division Road. Additionally, was there consideration to extend CR 17 along River Road / Coldwater Road to connect with Highway 12?
 - **Christian Meile (County of Simcoe):** County roads serve an arterial function. The County would not assume control of a road in the village of Coldwater, which would involve the application of County road standards through the settlement area.
- **Walied Zekry (Ramara):** CR 44 is a busy road and should be reconsidered for widening within the TMP horizon.
 - **Scott Johnston (IBI Group):** Employment and residential growth was assessed and there didn't seem to be justification for widening the road. While the casino still may be busy, our model was not showing strong enough growth for a widening, and the existing two-lane road has sufficient capacity to serve demand. If the Township has data that indicates a widening should be considered, please share with the study team.

Action: Township of Ramara to provide data that would support a widening of CR 44, as required.

Township of Ramara

4.2 Transit

Scott presented the draft transit recommendations, which include strategic short-term and long-term actions. The actions are based on identified key directions that were identified as part of Phase I of the TMP. Progression toward a regional transit model (i.e. single operator transit system) was highlighted as an important recommendation.

Scott noted additional input can be shared offline, as well. The following items were discussed:

- **Kevin Lalonde (Wasaga Beach):** Note that Clearview, Wasaga Beach and Collingwood are engaging in a 5-year term for a transit contract. The timing may align well with the implementation of a regional transit model.
- **Tim Leitch (Tiny):** The Township is interested transit service, and has worked with Penetanguishene and the First Nation to develop expansion plans for rural communities. Will the TMP consider a stop to Tiny?

Item Discussed

Action By

- **Scott Johnston (IBI Group):** The TMP is intended to provide high-level and strategic direction for transit, and does not consider routing or specific stop locations. However, expanding and growing service is a recommendation of the TMP, and consideration for this language can be included to the effect of “Improving service to smaller communities.”

4.3 Active Transportation

Scott presented the draft recommended active transportation network, providing an overview of the approach used in developing the identified projects.

Scott noted additional input can be shared offline. The following items were discussed:

- **Tim Leitch (Tiny):** What is the interface between cycling and walking as part of the active transportation network? The Township removed the term *cycling* from its TMP in response to concerns that their active transportation trails were only for cycling, and excluded other active uses.
 - **Scott Johnston (IBI Group):** Language for the inclusion of different active uses (i.e. pedestrians) can be included in the TMP report for the multi-use trails.
- **Josh Kavanagh (Ramara):** The Township is currently working with Rama First Nation to connect the Trans Canada Trail around Casino Rama to connect north to Airport Road. Expected completion is within one to two years.
 - **Christian Meile (County of Simcoe):** The TMP can note that some part of the trail portion in this area can be taken off-road and utilise the new trail. Additionally, are you aware of the status of the abandoned CN line from the Fowler Pit to Washago?
 - **Josh Kavanagh (Ramara):** Sale of the line is expected within 3-5 years, and the Township has expressed interest in its purchase.
- **Justin Metras (Oro-Medonte):** Are the projects identified by the County in partnership with the local municipalities, or is the expectation for local municipalities to assume control?
 - **Scott Johnston (IBI Group):** The TMP will recognise that not all right-of-ways are owned by the County. The recommendation is that the County supports these

Item Discussed

Action By

projects, including financial support to the local municipalities.

- **Derek Burke (Severn):** Primary users of trails in Severn in winter are snowmobilers. Balancing the needs between cyclists and snowmobilers is an important consideration in terms of surface materials of trails.
 - **Justin Metras (Oro-Medonte):** The concern is hard surface trails get destroyed by the carbide on snowmobiles.
 - **Scott Johnston (IBI Group):** Compatible surface type is a good consideration; noting particular snowmobile trails the study team should be aware of would be useful.
 - **Christian Meile (County of Simcoe):** The County can provide insight into this (e.g. Barrie-Collingwood Rail Trail has a snowmobile route).
 - **Josh Kavanagh (Ramara):** *Priority Route K* in Ramara is a snowmobile route.
 - **Tim Leitch (Tiny):** The Township classifies its active transportation network as recreational trails so they are not held at the same standard as cycling routes. Cheaper materials are used for these routes.
- **Bryan Murray (Penetanguishene):** Will the TMP identify trail use, as well as (winter) maintenance responsibilities?
 - **Scott Johnston (IBI Group):** The designation of cycling routes is an important consideration, as it would commit the County to higher winter maintenance standards.
- **Mitch Sobil (Midland):** Defining maintenance responsibilities (i.e. County versus local municipality) is important to consider. Additionally, was Strava the only data used in identifying priority routes?
 - **Scott Johnston (IBI Group):** Strava data only captures a specific demographic of cyclist. Other sources and methods were used to build the network, including the 2014 TMP, TTS data and a catchment area analysis.

4.4 Supporting Strategies

Scott outlined the various draft supporting strategies, which are recommended to improve the transportation system and to support the previous recommendations.

Item Discussed

Action By

Scott noted additional input can be shared offline. The following items were discussed:

- **Kevin Lalonde (Wasaga Beach):** Are automatic safety features and tools / automated enforcement included in the safety strategy, and were shared opportunities with local municipalities considered?
 - **Christian Meile (County of Simcoe):** The County did complete an automated speed strategy, and it is something being considered (including sharing opportunities) separate to the TMP.
- **Derek Burke (Severn):** The safety strategy could be something as simple as an annual meeting that allows member municipalities to discuss safety issues and share data, with County support.
- **Bryan Murray (Penetanguishene):** Is the Lake Simcoe Regional Airport (LSRA) supported by the member municipalities, or is this a County airport? Is the exploration of service models for the smaller airport in Tiny and Midland part of the TMP?
 - **Christian Meile (County of Simcoe):** The County has assumed ownership of the airport and work is underway to expand service.
 - **Scott Johnston (IBI Group):** Local municipal airport are not considered as part of the TMP. Goods movement and arterial road movement connections to the LSRA is part of the TMP scope.

5. Discussion and Comments

To help guide input throughout the meeting and afterwards, the following questions were presented to meeting attendees:

- Are there any recommendations that you are particularly in support of?
- Are there recommendations that need to be revised or removed?
- Are key actions or strategies missing?

MAC participants are encouraged to share any additional input via email.

Item Discussed

Action By

6. Next Steps and Closing

Scott highlighted project next steps and action items, as follows:

- MAC attendees to provide additional input by **April 06, 2021**
- Meeting minutes will be shared with meeting attendees.
- MAC attendees are welcome to attend the upcoming technical meetings, as follows:
 - Active transportation focus meeting: **March 28, 2022**
 - Transit focus meeting: **March 30, 2022**
- PIC 2 scheduled to commence **April 14, 2022** on www.simcoe.ca/tmp.
- Draft TMP document expected in **June, 2022**.

MAC
IBI Group

Christian Meile thanked attendees for participating and contributing toward the TMP study.

The meeting concluded at 2:00 p.m.



County of Simcoe
Transportation Master Plan Update
Technical Advisory Committee 2

PRESENTED BY IBI GROUP
APRIL 1, 2022



Agenda

1.0 Welcome and Introductions

2.0 Purpose of TAC Meeting 2

3.0 Study Progress Update

4.0 Draft Recommendations

5.0 Discussion and Comments

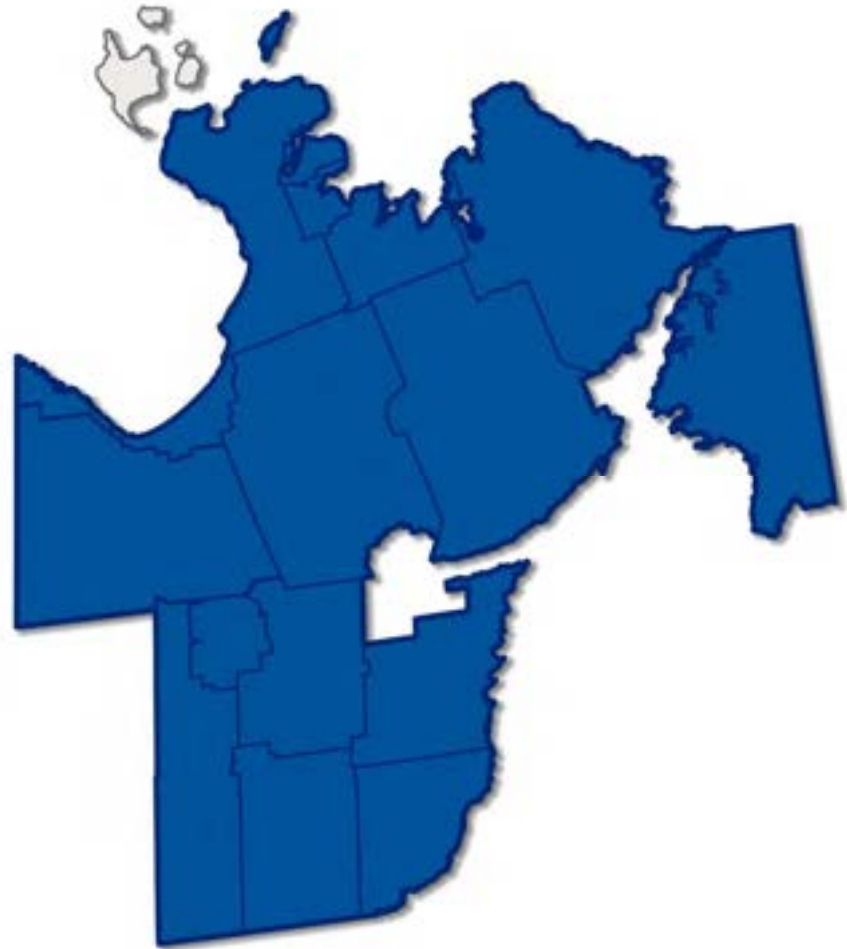
6.0 Next Steps and Closing



1.0 Welcome and Introductions

Introductions

- County of Simcoe Team
- IBI Group Team
- Technical Advisory Committee (TAC) Representatives





2.0 Purpose of TAC Meeting 2

Purpose of the Technical Advisory Committee

Overall Purpose

- Identify key considerations to be addressed by the **Transportation Master Plan (TMP)** - *a long-term strategic plan that guides transportation policy, infrastructure and services under the jurisdiction of the County of Simcoe*

TAC Meeting 2 Purpose

- To update agencies and surrounding municipalities on the TMP Update study and recap progress
- To present the preferred networks and draft policies and strategies
- Gather specific input and address any concerns



3.0 Study Progress Update

Study Process



Identify Needs & Opportunities

TAC Meeting 1

We asked you:

- ✓ To help identify transportation plans relevant to the TMP
- ✓ To identify transportation needs and opportunities



Assess Alternative Solutions



Develop Strategies & Recommendations

TAC Meeting 2

We are asking you:

- ✓ To provide feedback on the draft recommended projects, policies and transportation solutions



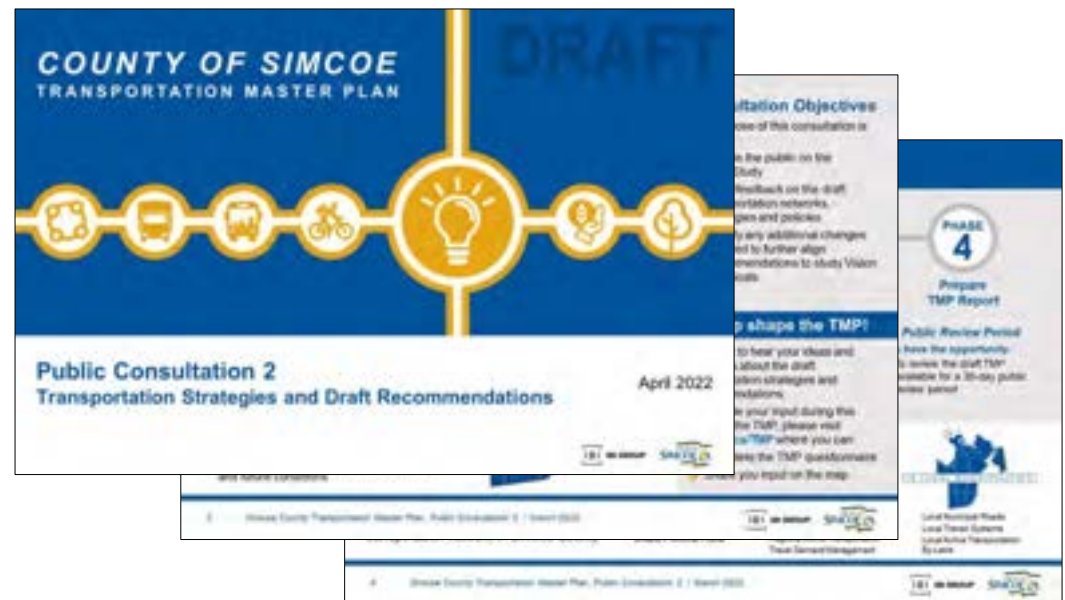
Prepare TMP Report

Round 2 Consultation Plan

- March 23-24, 2022 – MAC Meeting 2
- March 28, 2022 – Technical Meeting: AT Focus
- March 30, 2022 – Technical Meeting: Transit Focus
- **April 01, 2022** – TAC Meeting 2
- April 14, 2022 – Regional Government Review
- April 21, 2022 – Public Information Centre 2 begins
- June 2022 – Draft TMP and Public Review Period

Public Information Centre 2

- Public Information Centre (PIC) 2 to launch April 21, 2022 on simcoe.ca/tmp
- PIC 2 will update the public on the TMP and invite their feedback on the draft transportation networks, strategies and policies
- PIC will consist of a virtual open house with:
 - Display boards
 - Survey
 - Interactive map
 - Project contact info





4.0 Draft Recommendations

Roads

Transit

Active Transportation

Supporting Strategies

Vision and Goals Recap

A safe, efficient and accessible multi-modal transportation system that responds to the County's vast geography, provides the connectivity needed for its growing and changing populations and businesses, and supports community and environmental health.



Connected Communities



Safe and Connected Active Transportation



Efficient Goods Movement



Responsible, Forward-Looking Stewardship



**Transit as a Viable Choice for
Everyday Travel**



Protected Natural Environment

Feedback Requested

Given the recommended actions and strategies that are presented:

- **Are there any that you are particularly in support of?**
- **Are there any that need to be revised or removed?**
- **Are any key actions or strategies missing?**

Road Network

Approach

1. Long list of projects developed from Phase I needs, including projects from 2014 TMP, consultation and base scenario analysis
2. New 2051 demand forecast considering Municipal Comprehensive Review growth allocations to assess projects and strategies
3. Apply Multiple Account Evaluation framework to score individual projects – projects with a score 30+ are carried forward within 2051 horizon; lower score projects deferred



Road Network

- **Road widenings** are recommended in response to increased traffic demand. Timing will be determined as the study progresses.
- Roads transfers to the County of Simcoe to support **efficient movement** of people and goods.
- **Improve safety** for all road users including drivers and cyclists. Cycling improvements and improved signal crossings are benefits that can be bundled with changes to the road network.
- **Manage traffic** through communities as an alternative to building new roads. For instance, improvements to 5th Line in New Tecumseth will help manage traffic in Tottenham.
- Support improvements to **provincial roads** to help move people and goods move to, from and through Simcoe County. An east-west capacity improvement study between the Province and Simcoe County is recommended for Northwest Simcoe.

Draft Road Network Map



Road Transfers to County Jurisdiction

- Ⓐ Industrial Parkway
- Ⓑ 5th Line
- Ⓒ 5th Line
- Ⓓ 10 Sideroad
- Ⓔ 6th Line
- Ⓕ Nottawasaga 27/28 Sideroad
- Ⓖ 12 Concession Sunnidale Road
- Ⓗ Fios Road 4
- Ⓘ Forbes Road (alignment to be decided)
- Ⓝ Line 3 North
- Ⓚ Line 6 North / Line 7 North
- Ⓛ Division Road
- Ⓜ Ramara Township Road 46

County Road Projects by 2051

- ① CR 10 Widening
- ② CR 88 Widening / Bond Head Bypass
- ③ CR 4 Widening (Underway)
- ④ CR 4 Widening
- ⑤ CR 89 / CR 3 Widening
- ⑥ CR 21 Widening (Underway)
- ⑦ CR 54 Widening
- ⑧ CR 53 Widening
- ⑨ CR 27 Widening
- ⑩ CR 10 Widening
- ⑪ CR 53 Widening
- ⑫ CR 43 Widening
- ⑬ CR 93 Widening
- ⑭ CR 32 Widening

CR = County Road

Note: Timing for County road jurisdiction changes and projects to be determined as the study progresses

Corridors Deferred Beyond 2051 for Study

- Ⓟ CR 10
- Ⓠ CR 27
- Ⓡ CR 10
- Ⓢ CR 43
- Ⓣ CR 40
- Ⓤ CR 27
- ⓖ CR 93
- ⓗ CR 44

Provincial Road Projects

- Ⓣ Highway 9 New Capacity Expansion
- Ⓤ Highway 400 New Capacity Expansion
- ⓖ Highway 400-404 Connecting Link - Bradford Bypass
- ⓗ Highway 400 / Innisfil Beach Road Overpass

County Supported Provincial Road Projects

- Ⓡ * New Highway 400 / Line 6 Interchange
- Ⓢ * Highway 89 East-West Link Improvement (concept)
- Ⓣ * Highway 26 Road Widening (east of Stayner)
- Ⓤ * Highway 26 Road Widening (at Hume Street)
- ⓖ * Highway 26 Collingwood Stayner Bypass (concept)

* Project is unconfirmed and subject to further study; No funding or timeline committed.

Recommended Road Network Capacity Study

- Joint MTO-Simcoe County East-West Capacity Improvement Study

Draft Road Network Map

Road Uploads to County

- A. Industrial Parkway
- B. 5th Line
- C. 5th Line
- D. 10 Sideroad
- E. 6th Line

County Road Widenings by 2051

- 1. CR 10
- 2. CR 88 / Bond Head Bypass
- 3. CR 4 (Underway)
- 4. CR 4
- 5. CR 89 / CR 3
- 6. CR 21 (Underway)
- 7. CR 54
- 8. CR 53
- 9. CR 27
- 10. CR 10

Corridors Deferred Beyond 2051 for Study

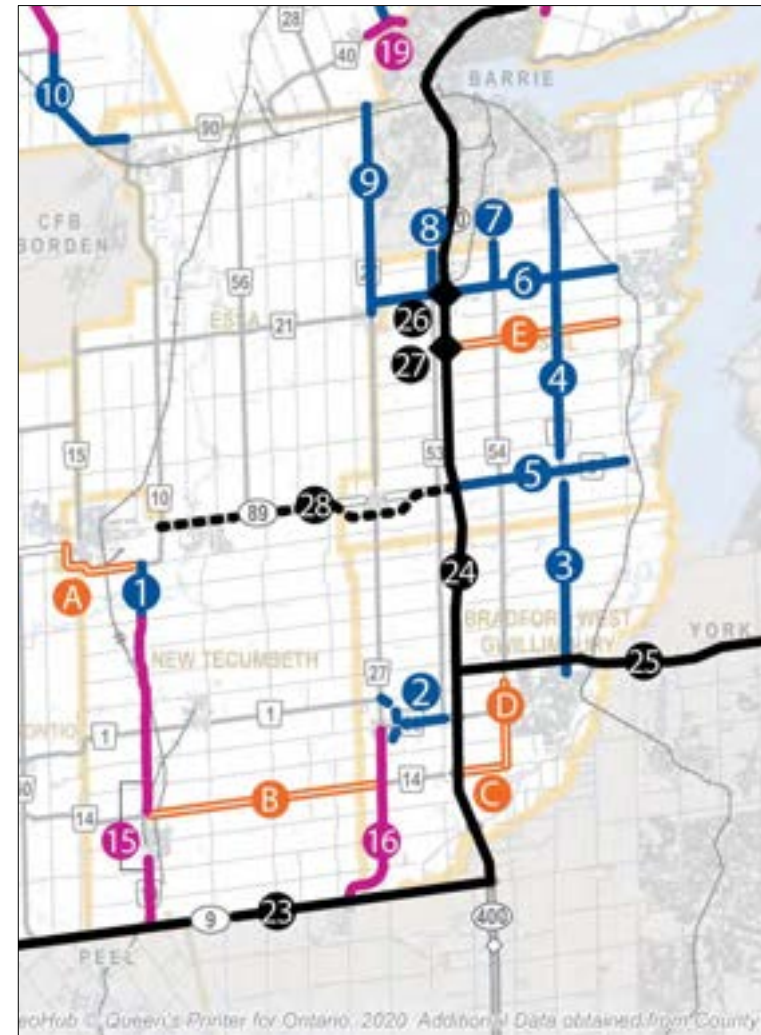
- 15. CR 10
- 16. CR 27
- 19. CR 40

Provincial Road Projects

- 23. Highway 9 New Capacity Expansion
- 24. Highway 400 New Capacity Expansion
- 25. Bradford Bypass
- 26. Highway 400 / IBR Overpass

Unconfirmed Provincial Projects

- 27. Highway 400 / Line 6 Interchange
- 28. Highway 89 Easy-West Link Improvement (Concept only)



Transit

Approach

1. Needs carried forward from Phase I
2. Key directions developed for each need
3. Prioritization into short-term and long-term actions based on Regional Government Review (RGR) timing and process to implement directions in a staged approach

Needs:



**Connectivity and
Coordination**



**Fare
Integration**



Accessibility



**Sustainable
Infrastructure
And Vehicles**



**Governance,
Funding And
Operating Models**

Transit | Draft Short-Term Actions Within 5 Years



Connectivity and Coordination

- Consolidate transit into a single system to improve customer experience and connectivity
- Complete a review of transit terminal to allow better interchanges with municipalities
- Implement weekend and late-night service trial with a focus on post-secondary and shift-work demand in evenings



Fare Integration

- Initiate review of regional transit fare policy
- Explore technologies and products that would accommodate inter-agency fares



Accessibility

- Engage riders to determine improvements for specialized transit and accessibility
- Create a design standards transit stop to standardize amenities and responsibilities with other municipalities
- Create standards for specialized transit transfer point with other municipalities



Sustainable Infrastructure And Vehicles

- Investigate funding opportunities to purchase and operate zero-emissions busses
- Conduct review of other transit agencies' sustainable technologies for infrastructure like bus stops and depots



Governance, Funding And Operating Models

- **Start implementation of regional transit model** as part of RGR
- Review delivery need and opportunities
- Improve coordination of transit vision, planning and strategy in the County of Simcoe

Transit | Draft Long-Term Actions Beyond 5 Years



Connectivity and Coordination

- Identify and prioritize improvements at key transit connections in conjunction with service coordination
- Review and leverage opportunities for transit service coordination on key corridors



Fare Integration

- Implement fare strategy recommendation developed from short-term action
- Monitor best practices at peer agencies for continuous improvement



Accessibility

- Implement design standards framework for bus stops
- Ensure that Simcoe County complies with or exceeds AODA standards



Sustainable Infrastructure And Vehicles

- Transition to a zero-emissions buses with garage infrastructure to support new and future technology
- Support the efforts of regional transit agencies to green their operations



Governance, Funding And Operating Models

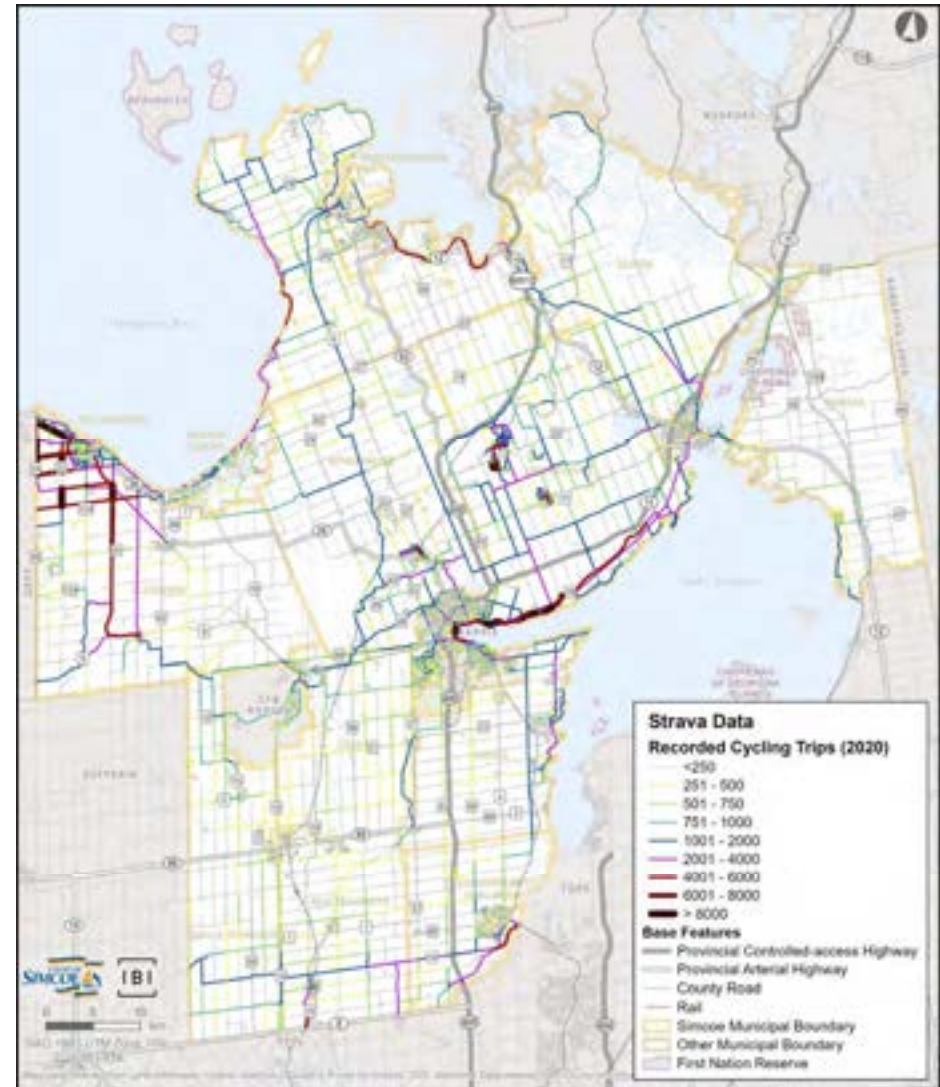
- **Complete implementation of regional transit model**
- Continue to refine and improve regionally integrated transit service, including connections to expanded GO Transit and intercity services
- Create and implement a five-year transit plan and long-term transit vision

Active Transportation

Approach

1. Needs determined in Phase I
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- Continue to support the use of the Lake Simcoe Regional Airport for goods movement
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- Support modal shift initiatives that expand rail freight use
- Continue to use TAC guidance for rail grade separations

COMMUNICATIONS & UTILITIES



- Ensure County rights-of-way support future utility needs.

ROAD DESIGN GUIDELINES




- Update road design guidelines to reflect a complete streets approach, where all road users are considered
- Continue to use current design manuals to ensure best practices and design standards are followed

ROAD CLASSES & RATIONALIZATION



- Carry forward existing functional roadway classifications
- Carry forward existing road rationalization framework for recommended road jurisdiction changes from previous TMP



5.0 Discussion and Comments

Feedback Requested

Given the recommended actions and strategies that have been presented:

- **Are there any that you are particularly in support of?**
- **Are there any that need to be revised or removed?**
- **Are any key actions or strategies missing?**



6.0 Next Steps

Next Steps and Closing

Meeting Follow-Up

- IBI Group to distribute meeting minutes and presentation slides
- Committee to provide additional input by **April 14, 2022**

Public Information Centre 2

- Virtual PIC 2 and formal comment period commences **April 21, 2022**
- Project team to consider public and stakeholder input in refining draft recommendations

Other Project Milestones

- Draft TMP report in **June 2022**

Thank You!



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Minutes

To/Attention	Notes to File	Date	June 10, 2022
From	IBI Group	Project No	126853
Subject	County of Simcoe Transportation Master Plan Update: Technical Advisory Committee Meeting #2 Microsoft Teams - April 1, 2021 - 1 00 p.m. to 2:00 p.m.		
Present	Adrianna Spinosa (Project Manager, Planner III, County of Simcoe) Christian Meile (Director of Transportation & Engineering, County of Simcoe) Greg Marek (Manager of Planning, County of Simcoe) Claire Walker (Project Engineer, County of Simcoe) Ronjay Clarke (Transit Analyst, County of Simcoe) Graeme Davis (Forester, County of Simcoe) Rob McCullough (Director of Solid Waste Management, County of Simcoe) Lealand Sibbick (Treasurer, County of Simcoe) Jane Sinclair, (General Manager Health & Emergency Services, County of Simcoe) Nathan Westendorp (Director of Planning, County of Simcoe) Trevor Wilcox (General Manager Corporate Performance, County of Simcoe) Vrushank Mehta (Transit Assistant, County of Simcoe) Scott Johnston (Project Manager, IBI Group) Anna Mori (IBI Group) Zach Henderson (IBI Group) Peter Dorton (Ministry of Transportation Ontario) Liaquat Ali (Ministry of Transportation Ontario) Lukasz Grobel (Ministry of Transportation Ontario) Aaron Janke (Ministry of Transportation Ontario) Rebecca Lariviere (Ministry of Transportation Ontario) Kajol Patel (Ministry of Transportation Ontario) Larry Sarris (Ministry of Transportation Ontario)		

Item Discussed

Action By

Lisa Grbinicek (Ministry of Northern Development, Mines, Natural Resources and Forestry)
Judy Rhodes-Munk (Ministry of Northern Development, Mines, Natural Resources and Forestry)

Theresa Chambers (Adult Day Program Supervisor, Simcoe-Muskoka District Health Unit)
Sherry Diaz (Public Health Nurse, Simcoe-Muskoka District Health Unit)
Christine Bushey (Program Manager, Simcoe-Muskoka District Health Unit)
Mary Brodeur (Simcoe-Muskoka District Health Unit)
Jeremy Rand (Senior Planner, Simcoe-Muskoka Catholic District School Board)
Chris Hibberd (Director of Watershed Management Services, Nottawasaga Valley Conservation Authority)
Ben Krul (Manager of Planning, Nottawasaga Valley Conservation Authority)
Mark Hartley (Nottawasaga Valley Conservation Authority)
Shawn Filson (Planner 1, Lake Simcoe Region Conservation Authority)
Liam Munnoch (Planner 1, Lake Simcoe Region Conservation Authority)
Daniel Pina (Planner, Toronto Region Conservation Authority)
Shannon Mawhinney (Watershed Resilience Coordinator, Severn Sound Environmental Association)
Aisha Chiandet (Water Scientist, Severn Sound Environmental Association)

Adam Fraser (TMP Project Coordinator, Town of The Blue Mountains)
Shawn Carey (Director of Operations, Town of The Blue Mountains)
Shawn Everitt (CAO, Town of The Blue Mountains)
Alar Soever (Mayor, Town of The Blue Mountains)
Bill Abbotts (Councillor, Town of The Blue Mountains)
Rob Sampson (Councillor, Town of The Blue Mountains)
Wesley Cyr (City of Orillia)
Scott Martin (County of Dufferin)
Brett Gratrix (City of Barrie)
Pat Hoy (County of Grey)
Christopher Aspila (Township of Georgian Bay)
Sabbir Saiyed (Region of Peel)
John Willmetts (Township of Mulmur)

Item Discussed

Action By

Richard Holy (City of Kawartha Lakes)
Juan Rojas (City of Kawartha Lakes)
Denny Boskovski (Town of East Gwillimbury)
Jason Ballantyne (King Township)
David Van Veen (King Township)
Nicholas Moore (Ontario Power Generation)
Tamara Tannis (TransCanada Pipelines Ltd. c/o MHBC Plan)

Attachments Meeting Slide Deck

Distribution Attendees

Item Discussed

Action By

1. Welcome, Introductions ad Overview

Scott Johnston opened to meeting by introducing himself and the project team members present from the County of Simcoe and IBI Group. In the interest of time, there were no introductions for individual meeting participants.

Scott also outlined the purpose of the second TAC meeting: To update agencies and other stakeholders on the study, present the preferred networks and draft policies and strategies, and to gather specific input and address any concerns.

Scott provided an update on the study, noting that this meeting corresponds to Phases 2 (Assess Alternative Solutions) and 3 (Develop Strategies & Recommendations) of the TMP study process.

Scott outlined the plan for the ongoing second round of consultation and announced the upcoming public information centre.

There were no comments or questions from participants at this time.

2. Draft Recommendations

Scott recapped the studies goals and presented three questions for participants to consider as recommendations where being presented:

- Are there any that you are particularly in support of?
- Are there any that need to be revised or removed?
- Are any key actions or strategies missing?

Item Discussed

Action By

2.1 Road Network

Scott outlined the approach taken to develop the preferred road network projects, which include road widenings, road jurisdiction changes (e.g. uploads), safety improvements, traffic management and support for provincial road improvements.

Discussion regarding the road network included the following.

- Alar Soever (Mayor, Town of The Blue Mountains) noted the Town is interested in this study as 2.5M visitors annually come from Greater Toronto Area, with many passing through Simcoe. He added that the recommended east-west connectivity study is a need that has been recognized by Grey County and MTO.
- Alar agreed the east-west connectivity into Grey County is a vital part of study, noting staff have been talking to MTO to work on a plan. He noted that there is an invisible barrier between Grey and Simcoe due to the MTO district border also occurring at this location.
- Alar added that he is concerned with 27/28 Sideroad and CR-32 widenings, asking what will happen to traffic at the end of these streets. He expressed concern that these projects will funnel traffic to roads not addressed.
- Alar asked if the study looked at CR-91?
 - Scott responded regarding CR32, noting that it is very busy, serving two purposes, both through traffic and as access Collingwood. Scott added that the projects identified here were due to them being recognized as busy roads with growth in the surrounding areas.
 - Scott noted that 27/28 Sideroad is a gravel road today and parallel to county road existing, questioning whether it makes the most sense to upgrade. He noted traffic counts indicating high volumes and posited that perhaps Google Maps or Waze-type apps are sending people on this road to avoid traffic on the parallel route. Scott noted that the recommended 27/28 Sideroad upload is a function of the recommendation for more comprehensive look at this larger study area.
- Bill Abbots (Councillor, Town of The Blue Mountains) agreed about wall at the Simcoe/Grey border and added that Grey

Item Discussed

Action By

County and the Town of The Blue Mountains should be included in the recommended area study.

- Bill asked about the “manage traffic” recommendations, noting that he routinely takes a route away from traffic, so he recognizes the importance of these types of interventions. He added that it is important that this TMP considers the greater region beyond Simcoe borders.
- Adam Fraser (TMP Project Coordinator, Town of The Blue Mountains) asked if TTS data was the main input into the traffic modelling.
 - Scott responded that the model has been carried forward from the previous TMP, updated with new traffic counts (2016 TTS) and new land use growth assumptions sourced from the ongoing MCR process. He added that one of the TMP recommendations will be to update and re-run the model when more detailed land use allocations are available, but he expects similar results.
 - Adam Fraser noted that Grey County has not historically been part of TTS data collection, asking how the model treats Grey County and cross-boundary traffic. He also added that Grey County has opted in for the next round of TTS.
 - Scott responded that the model does not model Grey. It is just treated as an external zone.
 - Adam noted that it may impact boundary area, noting he will continue this discussion offline.
- Alar Soever noted that the Town of The Blue Mountains is the second fastest growing municipality in Canada.
- Anna noted the significant effort made in calibrating model and that Ministry of Finance projections were used to estimate growth in boundary areas.

2.2 Transit

Scott outlined the approach taken to develop the transit strategy, noting that key directions were developed for each need identified in Phase I of the study. These actions have been prioritized into short- and long-term actions based on Regional Government Review (RGR) timing.

Item Discussed

Action By

Discussion regarding the transit strategy included the following.

- Bill Abbotts noted that the transit model from Collingwood to the Town of The Blue Mountains has been successful and that he wants to make sure the regional areas are included in the future single transit system.
 - Scott noted that the recommendation is high level at this point, adding there's been agreement that the issues driving this are real and that starting the process for the single transit model makes sense for the County. Many details need to be looked at and worked through beyond the scope of the TMP. This would include how to integrate the Town of the Blue Mountains into the system.

2.3 Active Transportation

Scott outlined the approach taken to develop the active transportation network. The approach built on the 2014 TMP recommendations using TTS and Strava data, catchment area analysis and facility type analysis to identify a Priority Cycling Network to meet existing needs before building towards the Ultimate Cycling Network envisioned in the previous TMP.

Discussion regarding the cycling network included the following.

- Bill Abbotts noted a lot more people are using Strava, so it is a useful data source. He added that cycling volumes around Collingwood are high and would benefit from additional routes. Bill asked about the Georgian Trail not being marked as a priority on the map. Bill also added that the trails should be designed thoughtfully to reduce conflicts between pedestrians, dog walkers, etc. and cyclists.
 - Scott answered that existing rail trails were studied and incorporated where possible in the Priority Cycling Network.
- Graeme Davis (Forester, County of Simcoe) spoke on behalf of ATV community, while noting it is beyond the scope of the project
 - Scott stated the TMP can acknowledge the use of trails by ATVs, snowmobiles or other vehicles. He agreed that there is a disjointed management of trails when it comes to permissions for ATVs, particularly in the winter. Scott stressed however, that the TMP is identifying these

Item Discussed

Action By

routes as being designated for cycling primarily, which could mean ATVs are restricted at least during summer months.

- Brett Gratrix (City of Barrie) asked if there is a plan to run trail under hydro line, through private property.
 - Scott responded that it was identified in the prior TMP, but did not make the cut as a priority project due to the difficulty of implementation, but it remains as part of the ultimate network.
 - Nathan Westendorp (Director of Planning, County of Simcoe) added some background on hydro corridor, noting that Hydro One was looking at increasing access for maintenance purposes so discussions occurred to see if the access route could be a multi-use trail. At the time, it was a very long-term concept.
 - Graeme Davis (Forester, County of Simcoe) noted that motorized groups have been pursuing hydro corridor access as well.
- Scott noted that Project H (Barrie-Collingwood Trail) is under design today.
- Brett Gratrix ask if there are there recommendations on studying joint use of the BCRY corridor into Barrie (i.e. trail and active train use) or if the County is suggesting phasing out rail use of this corridor.
 - Scott responded that he believes it is being looked at as an AT facility only. Further review is required.

2.4 Supporting Strategies

Scott outlined draft supporting strategies and policies for safety, air travel, travel demand management, carpool lots, commercial vehicles, new technologies, freight rail, communications and utilities, road design guidelines, road classification and road rationalization.

There were not comments or questions on this subject.

3. Discussion and Comments

Scott opened the floor to comments or questions regarding any of the topics discussed or anything that has been missed.

Item Discussed

Action By

- Alar Soever thanked the team for the presentation, adding that the team should feel free to reach out to the Town of the Blue Mountains staff to better integrate cross-border issues. He also reiterated the issues surrounding the east-west traffic patterns in the northwest part of Simcoe.
- Sabbir Saiyed (Region of Peel) noted that Peel Region is very interested in cross-border travel, or any suggestions of integrating County and Regional roads. He also asked what some of the “advocacy items” are (i.e. MTO projects). He added that Peel has an interest in extending Hwy 427 from Major Mackenzie to Highway 9 hoping to draw truck traffic away from the two parallel Peel Region arterial roads (Airport Rd and Hwy 10).
- Sabbir also suggested that Peel has benefited from owning the entire right-of-way for the arterial roads, including sidewalks/trails, noting that this has helped in promoting the sustainable modes.
 - Scott added that on the advocacy side, the recommended plan includes a number of MTO items the County supports. He noted that the Highway 427 extension has not been looked at as part of this study. However, Highway 9, Highway 26 out of Wasaga Beach and Highway 89 to Innisfil were identified as supported.
- Peter Dorton (MTO) noted that there was an item to upgrade the interchange of Highway 11 and 7th Line in Oro-Medonte and asked if more specifics for that area.
 - Scott noted that the County has taken over 7th Line to airport. A detailed review wasn’t undertaken except a brief planning level review noting that the interchange may not meet current MTO standards (e.g. on-ramp integrated with a business), and given County support for airport, there could be a future need to examine this connection.
 - Peter responded that it may be worth having a detailed conversation with the Township, coordinating with a potential secondary plan for that area.
- Aisha Chiandet (Water Scientist, Severn Sound Environmental Association) noted the vision and goals stated at the outset including “protected natural environment”, asking what sort of actions were taken to address

Item Discussed

Action By

environmental considerations? She acknowledged that these roads are well established but might be widened to accommodate extra traffic. She asked if there were to be provisions for wildlife fencing, increasing habitat connectivity, etc.

- Scott noted that a positive outcome of the TMP recommendations is the large number of road widening deferrals, which came about in part due to the screening and goals, which include the environmental impacts.
- Scott added that there will be a discussion in the TMP around environmental considerations. He also noted that climate change factors are also used as input to the evaluation of projects, which results in the support for EVs, active transportation and transit. Finer detailed items such as wildlife fencing, etc. are left for later phases of individual project Environmental Assessments.

Scott closed the meeting by inviting any more comments or questions to be submitted by email. The project team would be happy to re-connect.

The meeting concluded at 2:10 p.m.



Simcoe County Transportation Master Plan

PRESENTED BY SCOTT JOHNSTON, IBI GROUP
JANUARY 28, 2022



Agenda

1. Study Progress

2. Road Network

3. Transit Network

4. Active Transportation

5. Supporting Strategies and Policies

6. Next Steps



1. Study Progress

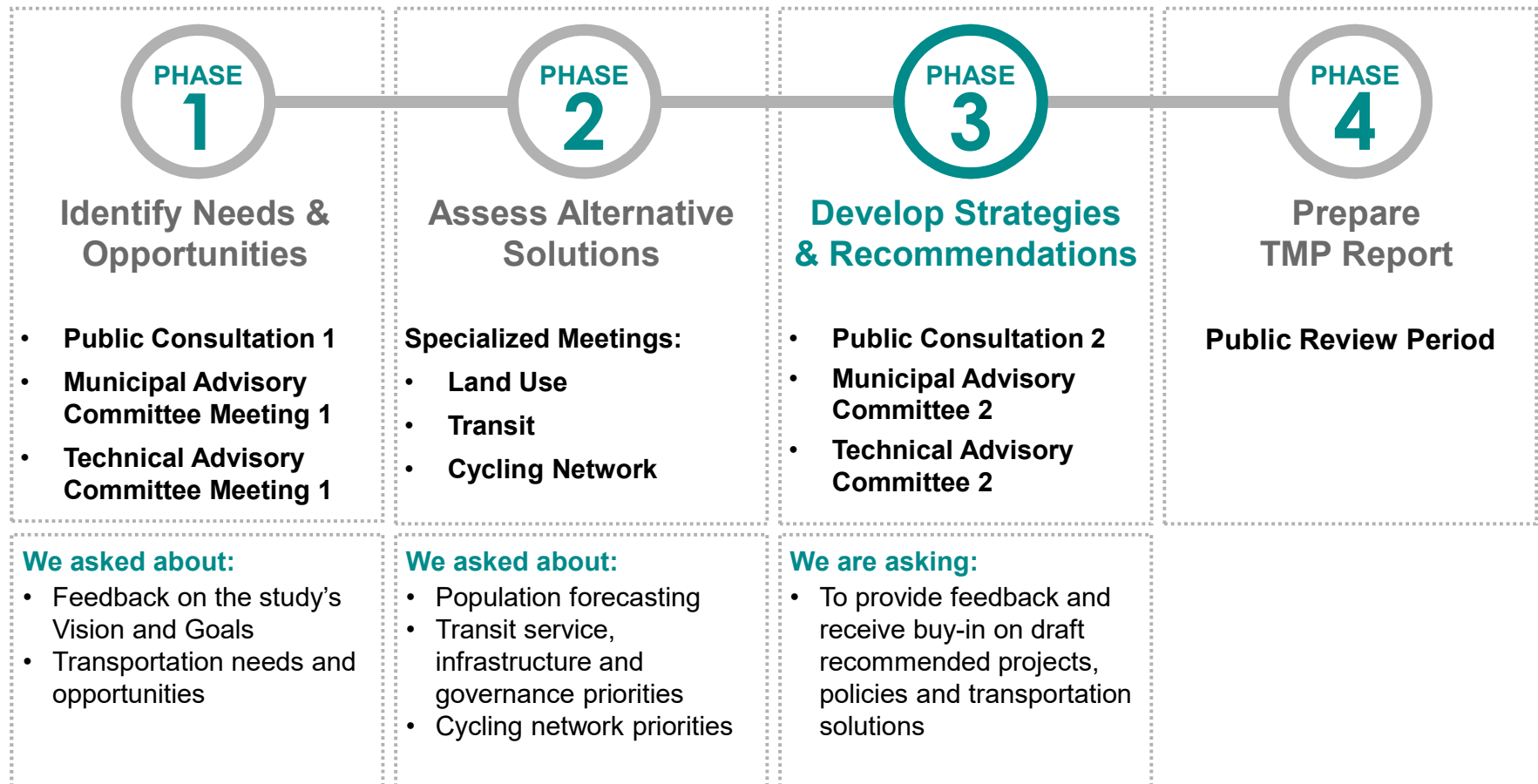
TMP Overview

The Transportation Master Plan (TMP) is a long-term strategy to guide the planning, expansion and management of a multi-modal transportation system.

The TMP will:

- Identify potential transportation improvements for all modes of travel: **driving, transit, cycling, walking and goods movement**
- Build on public and stakeholder input to identify transportation solutions
- Outline policies and strategies to support growth and respond to existing and future conditions

Study Process and Consultation




Goals


The Goals represent outcomes of the TMP and are used to evaluate potential planning solutions throughout the study.




Connected Communities




Safe and Connected Active Transportation




Efficient Goods Movement



Responsible, Forward-Looking Stewardship









Transit as a Viable Choice for Everyday Travel



Protected Natural Environment

What We Heard – Public Consultation Round 1

“

<p>Traffic circles instead of signals have been an improvement – more, please. Collingwood</p>	<p>Please seriously look at specific routes for commercial vehicles away from residential areas. Midland</p>	<p>Better connections to Toronto of any kind would benefit the entire Simcoe County. Collingwood</p>	<p>There needs to be physical separation on major arteries to keep cyclists / pedestrians safe. Midland</p>	<p>Need to be forward-thinking in addressing connectivity issues. Innisfil</p>	<p>EV buses, trains, cars and trucks must be a focal point now and in the future allowing us to be environmentally sound, while reducing pollution. Barrie</p>
<p> I am concerned that a continued focus on car-centred travel and level of service actually creates congestion. East Gwillimbury</p>	<p> Plans for traffic circles on Horseshoe Valley Road must be worked on soon to stop speeding transport trucks. Oro-Medonte</p>	<p> Due to physical and financial challenges, factor in the need for affordable, accessible transit within smaller communities. Essa</p>	<p> Bike lanes mean better and healthier communities. Collingwood</p>	<p> Invest in things that will help people get from A to B. Public transportation, bike paths for commuting and for leisure. Adjala-Tosorontio</p>	<p> Focus on environmental sustainability – ensuring low-GHG emissions, protecting natural lands, and ensuring that the transportation system does not encourage further urban sprawl. Clearview</p>

”

What We Heard – Municipal Advisory Committee Meeting 1

Concerns about:

- Traffic congestion
- Local municipal roads being used as unofficial bypasses
- Truck volumes
- The upgrading of local municipal roads
- Safety, drainage and quality of roadways
- Need for safe routes for the transport of agricultural equipment

Opportunities to:

- Improve regional connectivity
- Develop AT connections
- Support the protection of rail corridors
- Expand and improve LINX connections
- Better integrate LINX and local transit services
- Improve truck route management

What We Heard – Technical Advisory Committee Meeting 1

Concerns about:

- Safety including traffic, road design and environmental conditions
- Seasonal traffic on provincial roads and spillover congestion on County / local roads
- Impacts of seasonal and weekend traffic congestion to transit service

Opportunities to:

- Improve active transportation network
- Adopt an accessible lens in planning
- Better manage seasonal traffic (e.g. signage, road alignment)
- Strengthen the GO Transit network in the County of Simcoe
- Improve transit connections and coordination
- Align strategies and policies across different plans and projects (e.g. Durham Region Cycling Plan, GGH Transportation Plan)

Plan Directions

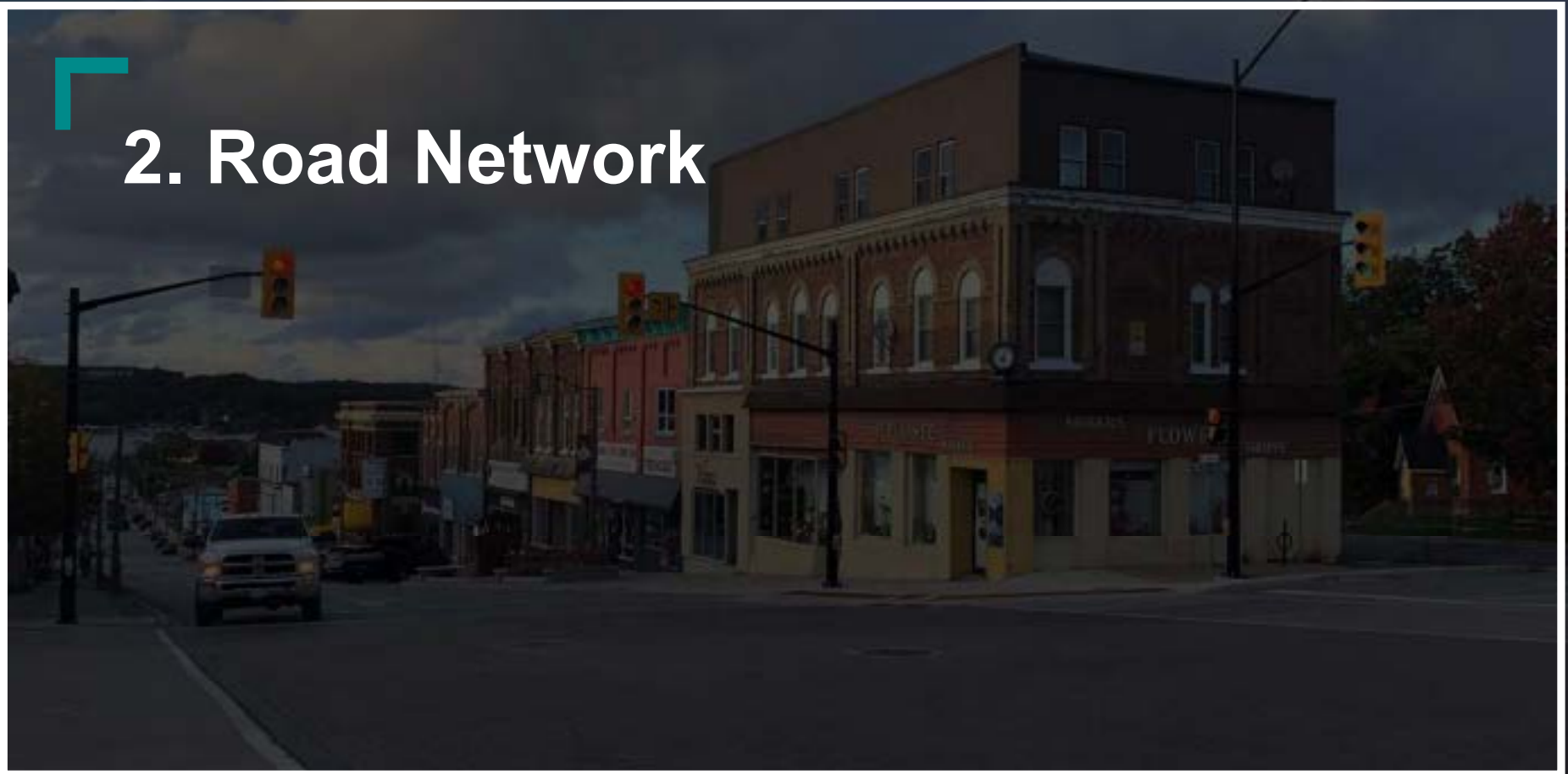
Plan directions were developed to meet the needs / opportunities under a 'Balanced Approach' that best serve all modes of travel including walking, cycling, transit, and private vehicles.

These directions kick-off our transportation **solutions and recommendations**

- 1** Adapt the County **road network** to address constraints and integrate all travel modes. Respond to growth to improve the safe and efficient movement of goods and people.
- 2** Grow County **transit** connections and coverage to respond to growth and support mode share uptake. Support local transit and improve regional transit integration.
- 3** Elevate the role of **active transportation** to respond to a growing demand for safe, dedicated cycling routes. Build County-wide cycling connections.
- 4** Develop a framework for **supporting strategies and polices** to achieve goals of the TMP and support the County's investment in transportation infrastructure.



2. Road Network



Road Network Draft Recommendations

- Changes to the County road network will support efficient movement of all modes of travel
- Road widenings are recommended as a partial response to increased traffic demand
- Strategies to manage traffic through communities are encouraged as an alternative to bypasses
- Improvements to provincial roads will help move people and goods to, from and through Simcoe County.

Preliminary Draft Road Network



Proposed County Road Projects for Consideration by 2051

- ① CR 10 Road Widening (Highway 9 to Tottenham)
- ② CR 88 Road Widening
- ③ CR 4 Road Widening (Line 8 to CR 89)
- ④ CR 4 Road Widening (CR 89 to Lockhart Road)
- ⑤ CR 89 / CR 3 Road Widening
- ⑥ CR 21 Road Widening
- ⑦ CR 54 Road Widening
- ⑧ CR 53 Road Widening
- ⑨ CR 27 Road Widening
- ⑩ CR 40 Road Widening
- ⑪ CR 53 Road Widening
- ⑫ CR 27 Road Widening
- ⑬ CR 93 Road Widening
- ⑭ CR 10 Road Widening (CR 90 to CR 9)

Proposed County Road Projects For Consideration Post-2051

- ① CR 17 Road Widening
- ② CR 27 - New Bond Head Bypass
- ③ CR 10 - New Tottenham Bypass
- ④ CR 10 Road Widening (CR 14 to Highway 89)
- ⑤ CR 10 Road Widening (CR 9 to Concession 12 Sunnidale Rd)
- ⑥ CR 43 Road Widening
- ⑦ CR 93 Road Widening
- ⑧ CR 44 Road Widening

Committed / Planned / Conceptual Provincial Road Projects

- ② Highway 9 New Capacity Expansion
- ③ Highway 400 New Capacity Expansion
- ④ Highway 400-404 Connecting Link - New Bradford Bypass
- ⑤ Highway 404 Conceptual Corridor Extension
- ⑥ Highway 400 / Innisfil Beach Road Overpass

County-Supported Provincial Road Projects

- ② *Highway 89 East-West Connecting Link - New Cooktown Bypass
- ③ *Highway 26 Road Widening (East of Stayner)
- ④ *Highway 26 Road Widening (at Hume Street)
- ⑤ *New Highway 26 Collingwood Stayner Bypass (Concept Only)

CR = County Road

* Subject to further study; No funding or timeline confirmed.



3. Transit Network

Key Transit Directions



Connectivity and Coordination

Creating a more seamless travel experience to better connect local and regional networks and destinations



Fare Integration

Creating an affordable, equitable, and consistent fare system for travel throughout the County and for regional connections



Sustainable Infrastructure and Vehicles

Developing a sustainable future through smart investments in zero-emissions vehicles, new technology, and environmentally-friendly infrastructure



Governance, Funding and Operating Models

Adopt a governance and operating model that results in a transit system that works as one for the customer across the County



Accessibility

Ensuring a consistent, quality experience and meeting the requirements of AODA

Short-term Actions (within 5 years)



Connectivity and Coordination

- Create County-wide transit coordination committee to improve service connectivity
- Complete the Allandale Waterfront Terminal to allow interchanges
- Implement late-night service trial with a focus on post-secondary and shift-work demand in evenings



Fare Integration

- Initiate review of regional transit fare policy
- Explore technologies and products that would accommodate inter-agency fares



Sustainable Infrastructure and Vehicles

- Investigate funding opportunities to purchase and operate zero-emissions busses
- Conduct review of other transit agencies' sustainable technologies for infrastructure like bus stops and depots



Governance, Funding and Operating Models

- Initiate review of regional governance and delivery needs and opportunities
- Improve coordination of transit planning and strategy in the County



Accessibility

- Engage current and potential transit users to determine most-needed improvements for accessibility
- Create a stop typology framework to standardize amenities across the network

Long-term Actions (within 10 years)



Connectivity and Coordination

- Identify and prioritize improvements at key transit connections in conjunction with service coordination
- Review and leverage opportunities for transit service coordination on key corridors



Fare Integration

- Implement fare strategy
- Monitor best practices at peer agencies for continuous improvement



Sustainable Infrastructure and Vehicles

- Transition to an all-electric bus fleet with depot infrastructure to support all-electric operations
- Support the efforts of regional transit agencies to green their operations



Governance, Funding and Operating Models

- Develop recommendations for a regional transit model for implementation
- Create and implement an integrated local/regional transit master plan



Accessibility

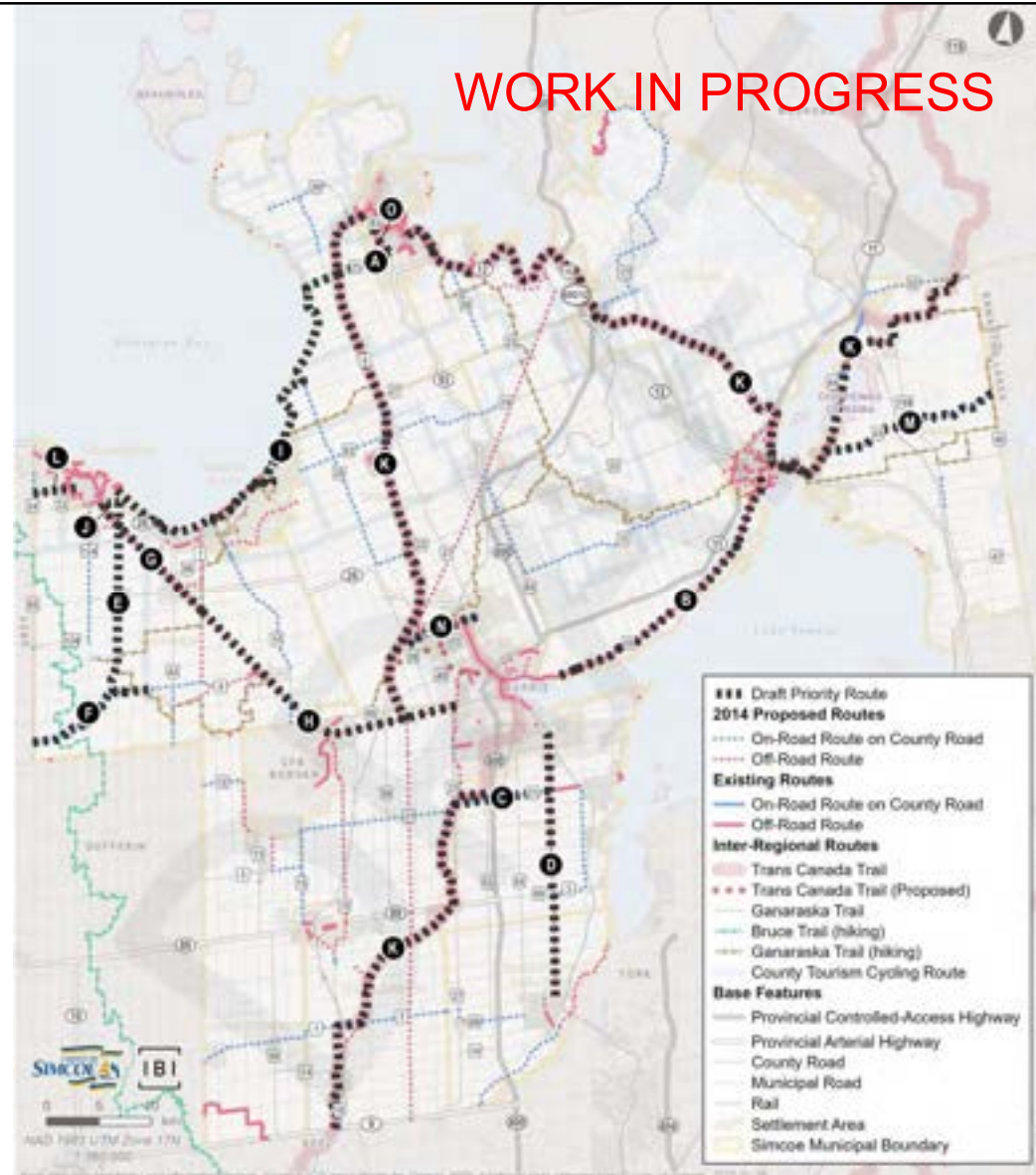
- Implement stop typology framework
- Ensure that Simcoe County complies with or exceeds AODA standards



4. Active Transportation

Cycling Recommendations

- Identified priority routes form the core of the cycling network
- Priority routes primarily based on trail network and support connections between selected settlement areas
- Priority routes comprised of existing and previously proposed cycling routes with additions based on stakeholder input
- Priority routes serve both cycling trips for transportation as well recreational and tourism purposes





6. Supporting Strategies and Policies

Road Safety

Recommendations:

- The County will develop a road safety program that:
 - Regularly collects data
 - Identifies collision hot-spots
 - Funds safety studies and capital improvements to mitigate safety issues
- Follow best-practices with respect to road design and active transportation design
- Apply a complete-street-lens to future projects, considering all modes of travel

Road Design Guidelines

Recommendations:

- Road design guidelines are to be updated to reflect the complete streets / all modes approach
- The County will continue to use OTM Book 18 and other best practices (e.g. NACTO) for active transportation design and facility selection
- The County will continue to use TAC design manuals and supplements (e.g. roundabout design supplement)

Travel Demand Management and Carpooling

Recommendations:

- The County will undertake a carpool lot study to refine proposed locations and develop detailed plan to fund and build new carpool lots to encourage more efficient road use
 - Candidate locations based on catchment areas and population density
- The County will monitor the need for a more robust, targeted TDM program
- The County will consider hiring an Active Transportation / TDM specialist

Other Strategies

Automated Vehicles and Other Emerging Tech:

- The County supports electrification of private vehicles
- The County will consider public charging stations at County buildings and offices
- The County will monitor progress with Connected and Automated Vehicles and develop a plan to support and/or regulate to mitigate negative externalities/impacts

Commercial Vehicles

- County roads will continue to act as primary goods movement network (after provincial highways)

Road Classification / Rationalization

- Existing framework and recommended uploads are carried forward from pervious TMP

Other Modes

Air Travel

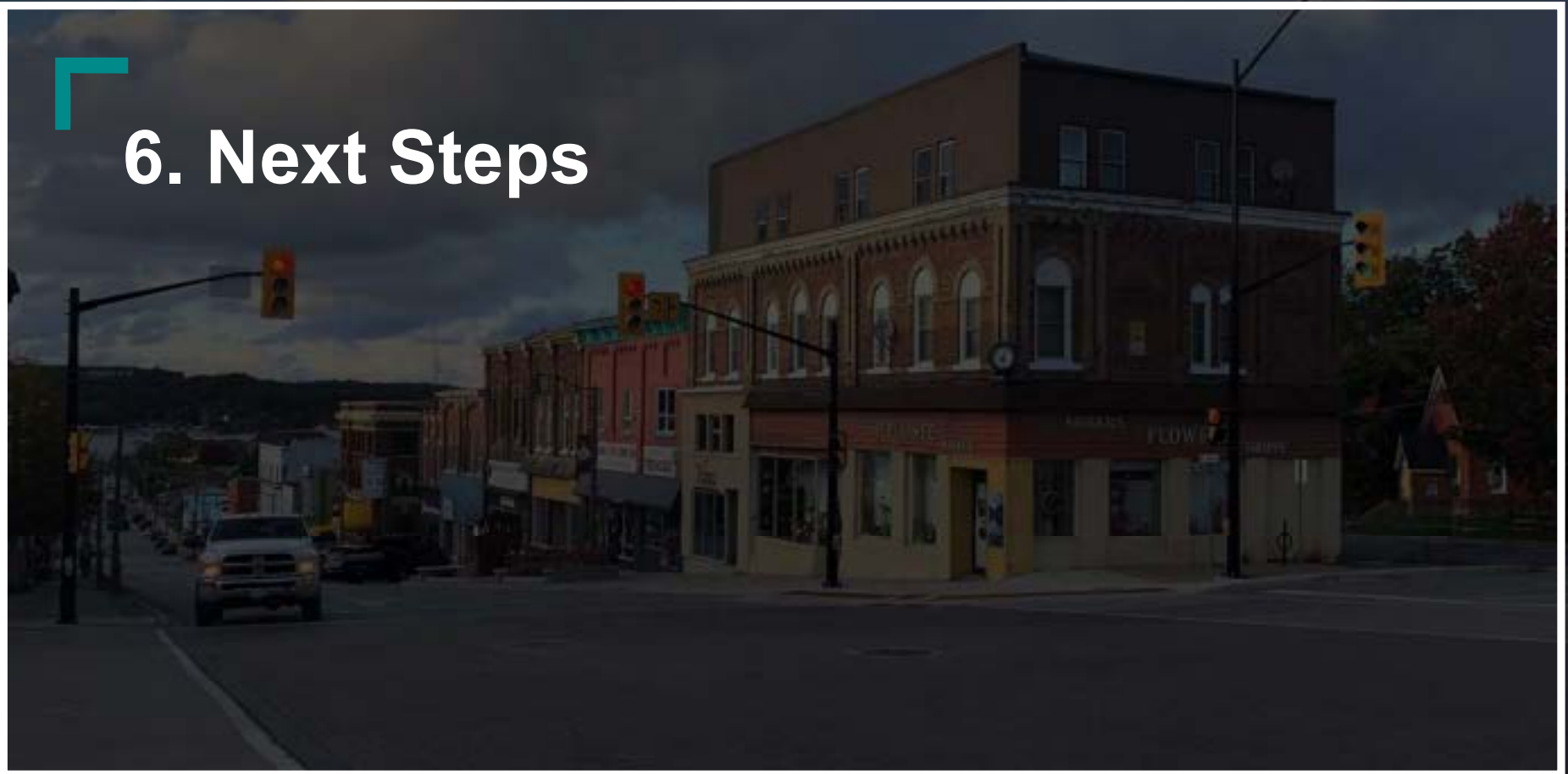
- The County supports use of airport for critical goods movement
- The County will provide high quality access to the airport by working with MTO to improve access at Highway 11 at 7 Line
- Consider 7 Line upload to County to support improved access

Freight Rail

- County is in favour of rail freight and supports modal shift initiatives that expand rail freight use
- County has hired consultant to study Utopia-Barrie-Innisfil rail corridor and determine possible service improvements
- County uses TAC guidance for rail grade separations



6. Next Steps



WORK IN PROGRESS

TMP Next Steps

- Upcoming TAC and MAC meetings to present Phase 3 of study
- PIC Scheduled for Mid-March 2022
- Draft TMP to be posted – April

Thank You!



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KEY CONTACT

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Simcoe County Transportation Master Plan

Active Transportation Focus Stakeholder Meeting

MARCH 28 2022

PREPARED BY IBI GROUP



Agenda

1. TMP Study Context

**2. Active Transportation Elements:
Priority Cycling Network**

3. Supporting Policies & Strategies

4. Wrap-up & Next Steps



**Transportation Master Plan (TMP)
Study Context**

Study Overview

A Transportation Master Plan (TMP) is a **long-term strategy** to guide the **planning, expansion and management of a multi-modal transportation system**.

A TMP provides **strategies and policies** that align with the County of Simcoe's growth and **support its vision for the future transportation system**.

- ✓ Long-term plan
- ✓ Multi-modal
- ✓ Infrastructure
- ✓ Policies
- ✓ Programs

Study Process

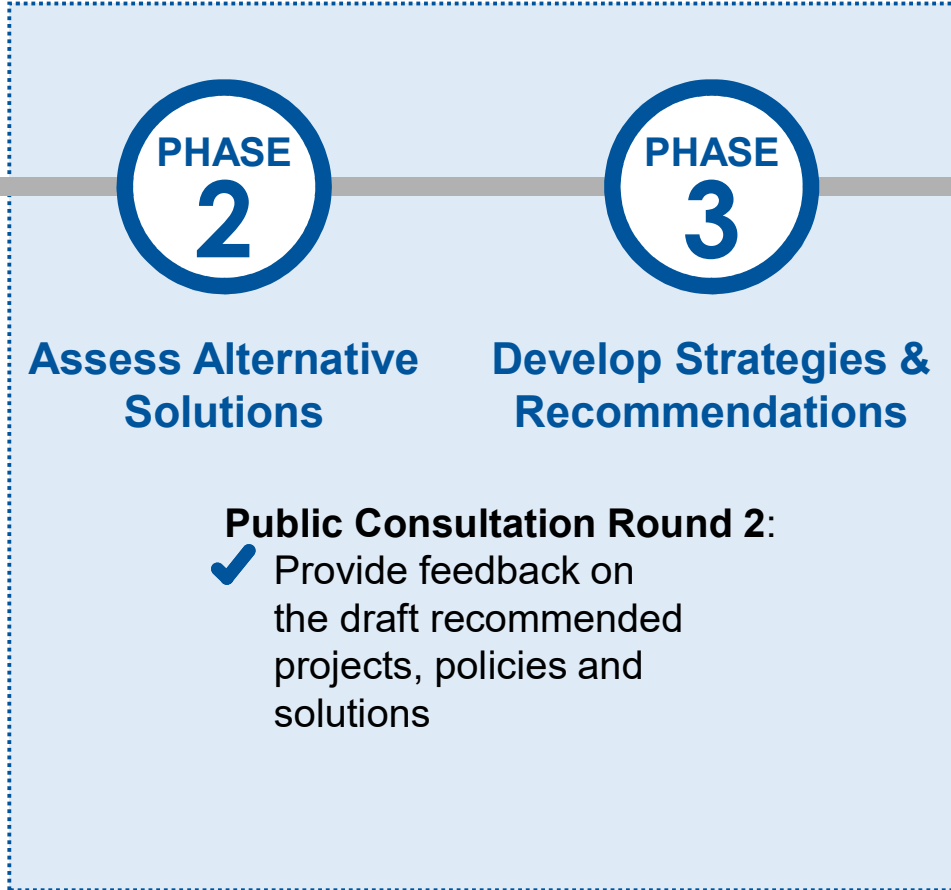


Identify Needs & Opportunities

Public Consultation Round 1:

- ✓ Define study vision and goals
- ✓ Identify needs and opportunities

WE ARE HERE



Assess Alternative Solutions

Public Consultation Round 2:

- ✓ Provide feedback on the draft recommended projects, policies and solutions



Develop Strategies & Recommendations



Prepare TMP Report

Study Vision

A **safe, efficient** and **accessible** multi-modal transportation system that responds to the County's vast geography, provides the **connectivity** needed for its **growing and changing populations** and **businesses**, and supports **community** and **environmental health**.

Study Goals



Connected Communities

Provide efficient and safe travel between County communities and to adjacent municipalities via the County road network.



Efficient Goods Movement

Supports the local economy by enabling efficient movement of goods and commercial vehicles.



Transit as a Viable Choice for Everyday Travel

Enhance and support transit as a competitive, effective and equitable mobility choice for all types of trips between County communities.



Safe and Connected Active Transportation

Enhance and expand walking, cycling and other active transportation facilities and infrastructure to connect and support healthy communities in the County.



Responsible, Forward-Looking Stewardship

Represent responsible investment in infrastructure and operations, targeting high cost-benefit ratios while ensuring the County is prepared for the future.



Protected Natural Environment

Mitigate disruption of habitats, waterways, agricultural land, natural heritage and natural resources while minimizing long-term climate impacts and increasing resilience to potential climate change impacts.



Active Transportation Priorities

What We've Heard: Public (PIC #1)

- Developing **physically separated bike lanes or paved shoulders** to improve safety and to encourage cycling;
- **Filling in sidewalk gaps** to improve pedestrian safety and encourage walking, with or without mobility aids, noting that sidewalks are especially lacking in rural settings; etc.
- It is important that safe bike routes and cycling facilities are available where needed to **serve the desired connections between communities**.
- **Improving connections between walking / cycling and other transportation modes** can also increase their use (e.g. allowing bicycles on buses, and having transit routes to hiking trails).

What We've Heard: Stakeholders

- **Role of trail development and active transportation in supporting economic development:** need for better connectivity to the off-road trail network
- **Role of County vs. municipal networks:** Need for safer, dedicated connections along higher-volume County roads between urban settlement areas to supplement and connect to local municipal networks
- **Implementation:** Paved shoulders are often implemented as part of road projects but overall need a co-ordinated approach to bundling AT infrastructure with other capital projects necessitating road rehabilitation or re-construction
- **Development:** Focus on areas of growth and development

What is the Role of the County in supporting Active Transportation?



**Supporting
Inter-Municipal
Travel**



**Cycling
Tourism &
Economic
Development**



**County-wide
Coordination
and Standards**



**Funding &
Delivery
Partnerships**

Active Transportation: Recommendations Transportation Master Plan

The TMP recommends the following active transportation supportive items:

- Identified **priority cycling & trail routes** to serve as the core County-wide network with accelerated implementation / coordination
- Previously proposed cycling routes from the 2014 TMP will be carried forward to form the **ultimate cycling network**, filling in key gaps
- To improve **pedestrian safety**, County roads that run through settlement areas should be designed with enough right-of-way to allow local municipalities to construct sidewalks



Cycling & Trails Network

Cycling & Trails Network

The TMP recommends to maintain the vision of the 2014 **ultimate cycling network** comprised of:

- On-road routes on County roads
- On-road routes on local municipal roads
- Off-road routes

The focus for this TMP update has been develop a **priority network** to help guide delivery of the ultimate network.



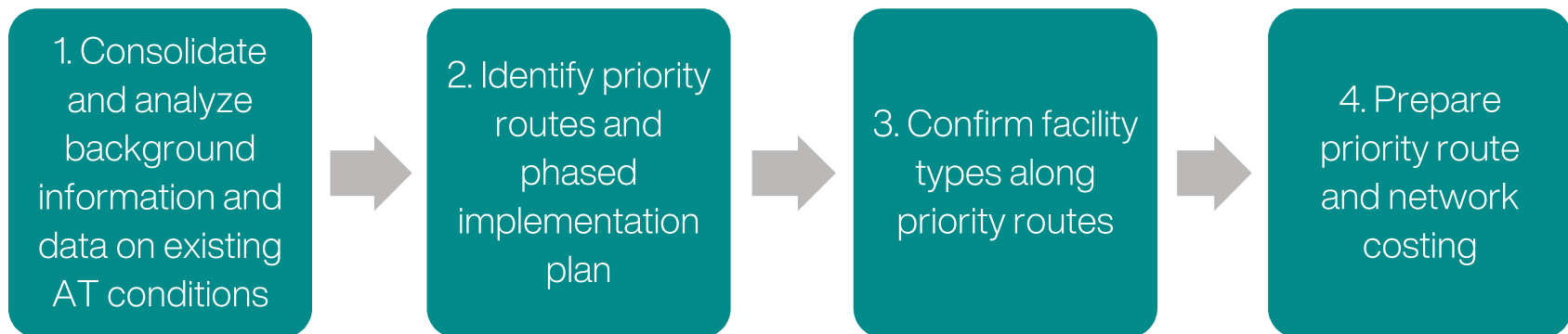
County-wide Priority Network

- The purpose of the **County-wide priority network** is to identify routes that form the “spine” of the cycling network and address major gaps in the existing network.
- Help **prioritize investment over the short & medium term** while maintain the previously proposed network as the long-term vision
- The priority network seeks to find a **balance between serving cycling trips for transportation and recreational/tourism purposes**, which oftentimes overlap in a rural, County-wide context
- Includes links **across jurisdictions** – County role is funding support & coordination (intent is not for the County to build infrastructure outside of jurisdiction)



Priority Network Development Process

- Proposed network from 2014 Transportation Master Plan is still largely valid – but we need to **prioritize routes and investment**
- Review completed of various characteristics to help prioritize (next slide):
- **Draft priority network developed**



Analysis Factors

Analysis factors used to identify the priority network included:

- **Existing network and proposed routes** from the County of Simcoe 2014 Transportation Master Plan
- **Existing cycling ridership and trips** from Strava and TTS data
- **Connectivity** based on 5-kilometer cycling buffers around rural hamlets connecting into and out of urban settlement areas
- **Stakeholder and public comments**
- Routes from the **Ontario Municipal Commuter Cycling (OMCC) Program** potential eligible project list were included in the priority network

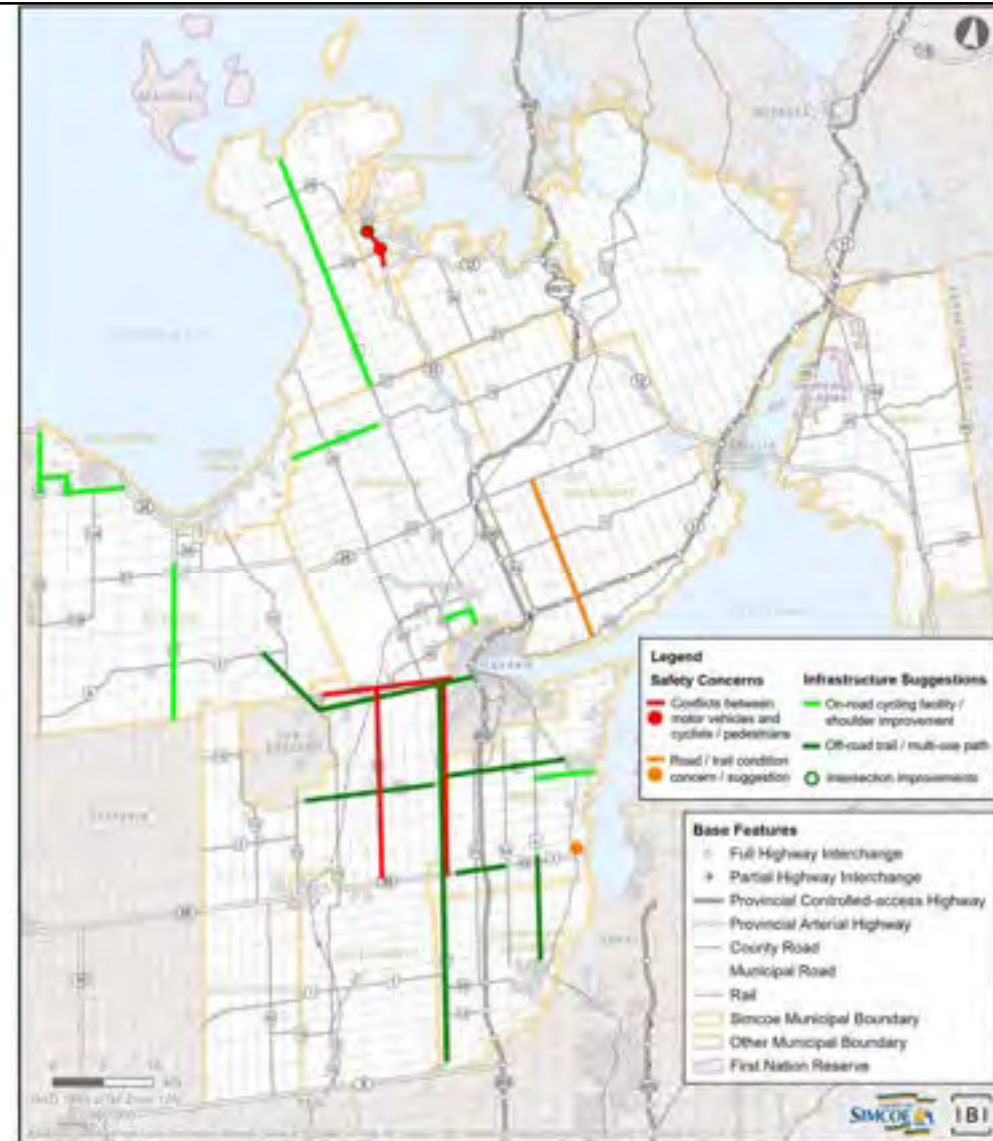
Existing & Previously Proposed Network

- This map depicts existing and proposed routes from the 2014 County of Simcoe TMP
- Cycling tourism routes shown in light blue.



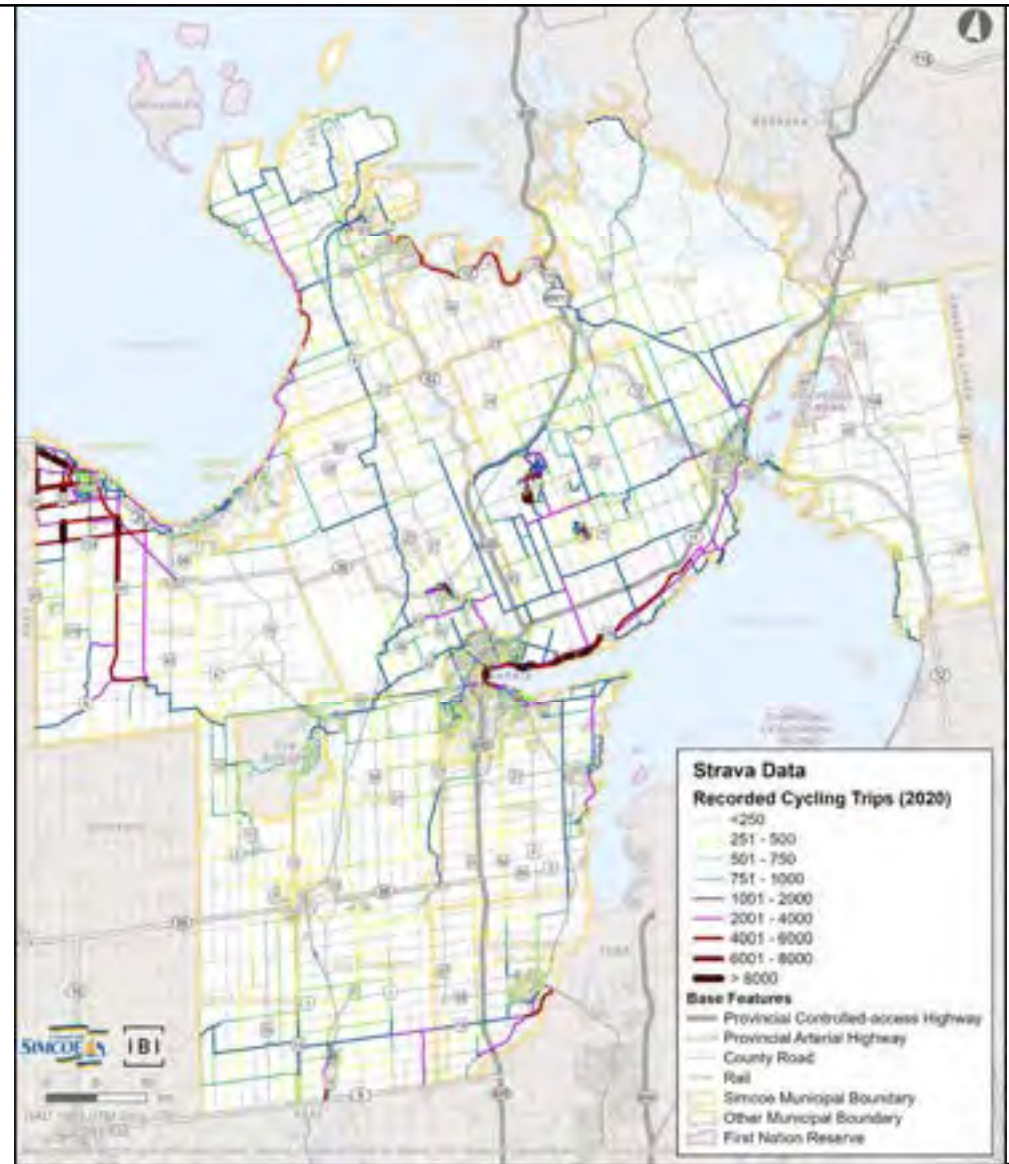
Comments: Public

- Select public comments on AT improvements
- Themes include need for paved shoulders/bike lanes/trails and need for improved crossings



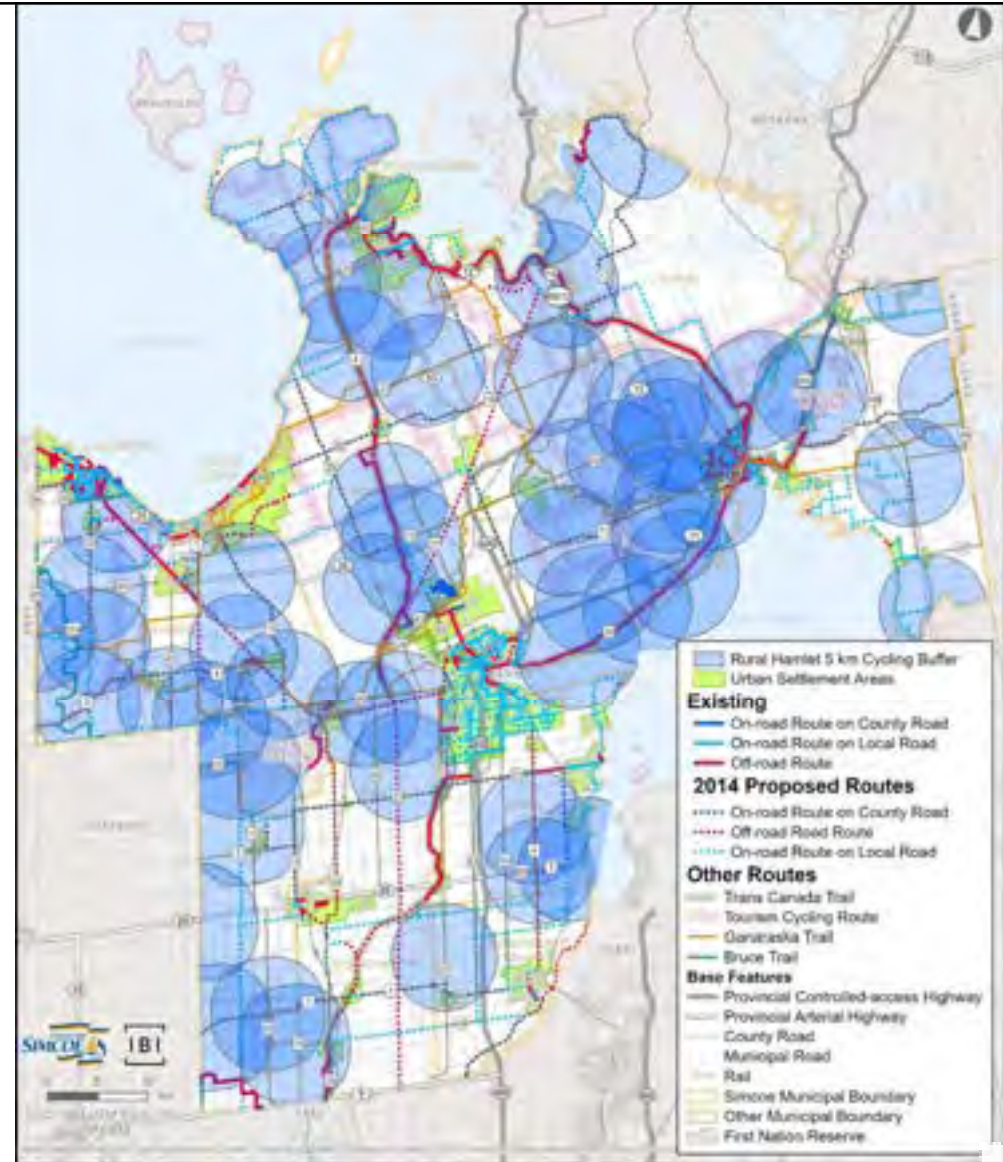
Strava Data

- This map depicts the number of cycling trips recorded in Strava in 2020
- Strava data has limitations (subset of cyclists, 2020 was not a typical year etc.) but still helpful
- **2020 total: 149,466 trips**
- Commuting Trips: 7,430 (5%)
- Leisure Trips: 142,036 (95%)



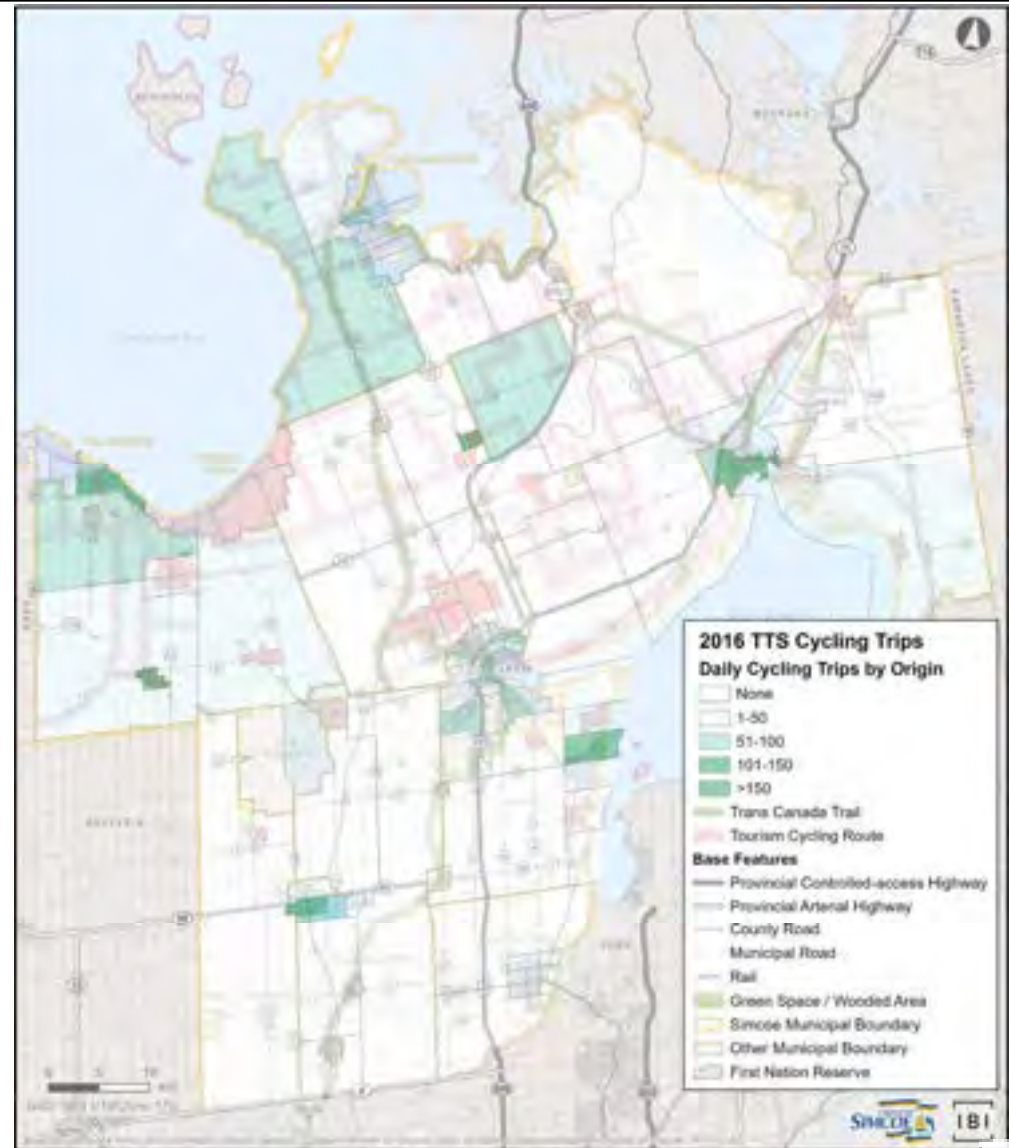
Urban Settlement Areas and Rural Hamlet Hubs

- 3-5km is generally considered a reasonable cycling trip length
- 5km buffer applied around rural hamlets (blue buffers on map)
- Considerations were made for connections into and out of urban settlement areas (e.g. Barrie, Innisfil, Orillia, Midland, Collingwood, and Angus) as well as major trip centres from rural hamlets



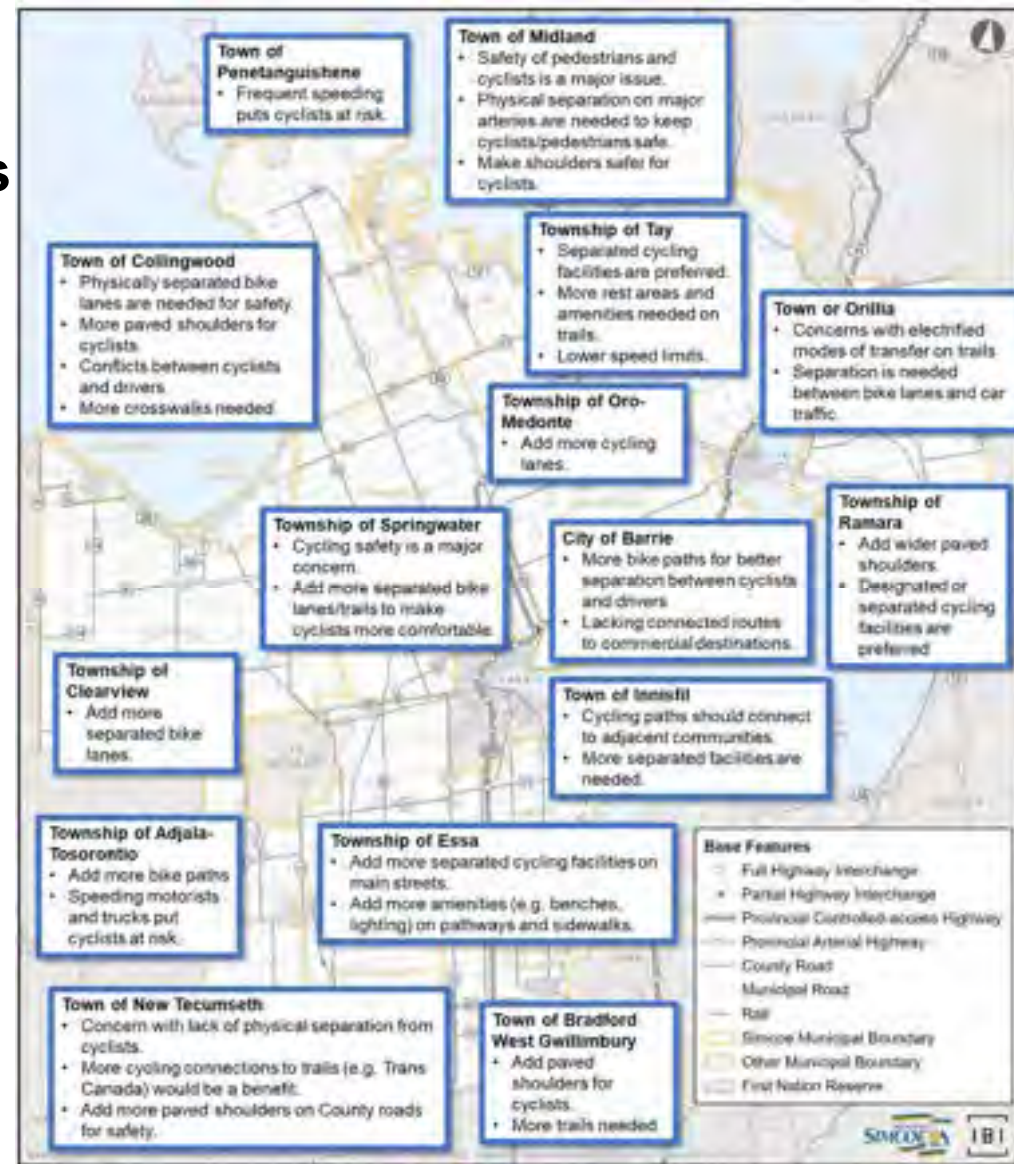
Transportation Tomorrow Survey (TTS) Data

- This map depicts the number of daily cycling trips by zone of origin based on 2016 TTS data.
- Concentrations within urban settlement areas and some rural hamlets



Comments: Local Area Municipalities

- General AT themes summarized by Municipality / Township
- Common themes include need for more paved shoulders and separated cycling facilities; concerns about speeding and cyclist safety



Draft Priority Network

- The proposed priority network is primarily comprised of the major trail “spine” network and connections between rural communities / settlement areas
- Composed of **existing and previously proposed routes** with minor additions largely based on stakeholder requests



Draft Priority Network

	Corridor
A	Balm Beach Road: Yonge Street to Trans Canada Trail
B	Oro-Medonte Rail Trail: 1 Line S (Barrie) to James St W (Orillia)
C	Innisfil Beach Rd: Yonge Street to CR27
D	Yonge St: Mapleview Dr to 8th Line
E	Concession 6 Nottawasaga Road between Poplar Sideroad and County Road 9
F	County Rd 9: Fairgrounds Rd S to Grey Rd 124
G	Clearview Collingwood Train Trail: Poplar SR to Centre Line Rd
H	Clearview Collingwood Train Trail extension
I	Great Lakes Waterfront Trail: Collingwood to Trans Canada Trail (Midland)
J	Poplar Sideroad: Raglan St to Sixth Line (Collingwood)
K	Trans Canada Trail Improvements
L	Sixth Road: High Street to Grey Road 19
M	Monck Road: Rama Road to Kirkfield Road
N	Snow Valley Road: Bayfield Street to George Johnston Road
O	County Road 93: Yonge Street to Highway 12

Note: Routes within the priority network have not been ranked in order of importance



Typical Facility Types: County-wide Priority Network



Signed Rural Routes



Paved Shoulders



Buffered Paved
Shoulders



Off-Road Multi-Use Trail or
Multi-use Path (within ROW)

Shared Operating Space

Physically Separated Facility

LEVEL OF SEPARATION →

Proposed Priority Route Example #1: B) Oro Medonte Rail Trail between 1 Line S (Barrie) and James St W (Orillia)

Project Rationale:

- Part of major trail “spine”
- Stakeholder request (Town of Oro-Medonte)
- Very high cyclist demand (Strava)
- Connects a number of rural hamlets along the shore

County Role:

- Trail crossing guidelines to standardize treatments
- Provide funding assistance for municipal partners



Proposed Priority Route Example #1: B) Oro Medonte Rail Trail between 1 Line S (Barrie) and James St W (Orillia)

Improvements

Provide county funding and coordination support to:

- Upgrade trail surface (where needed)
- Upgrade trail crossings (~18 crossing locations)
- Wayfinding, signage and pavement markings to provide a consistent trail experience

Ridge Road Crossing



5 Line S Crossing



Proposed Priority Route Example #2: D) Yonge Street between Mapleview Drive and 8th Line

Project Rationale:

- Major connector between Barrie and Bradford
- Serves multiple rural hamlets

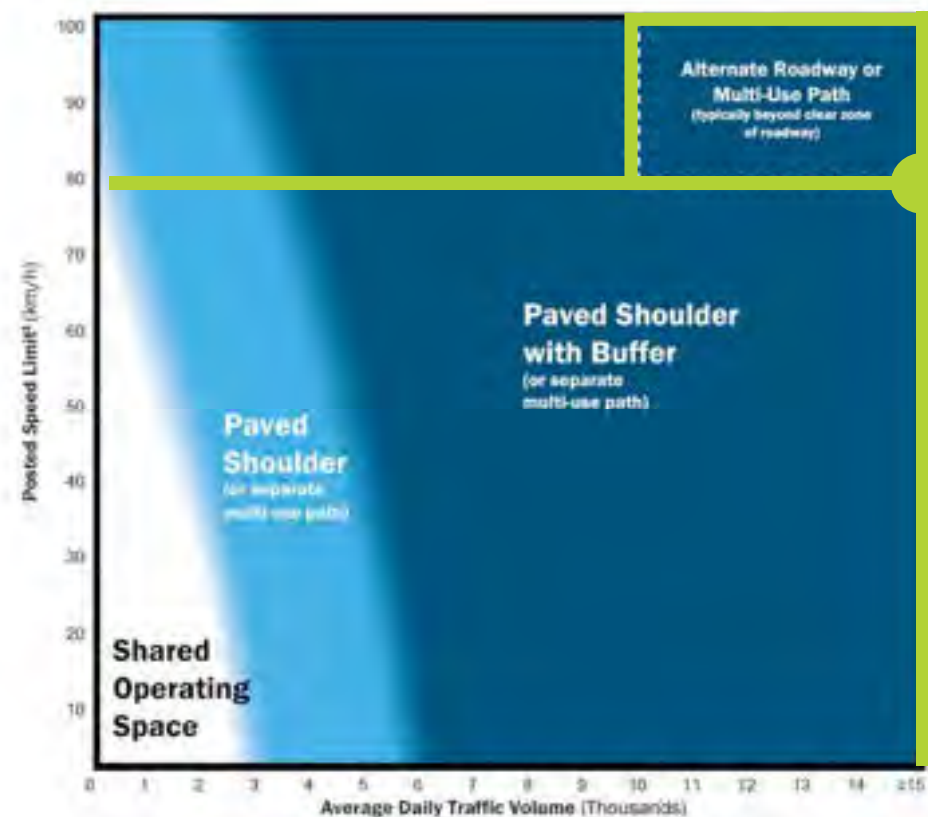


Yonge Street Mid-Block Location (Source: Google Maps)



Proposed Priority Route Example #2: D) Yonge Street between Mapleview Drive and 8th Line

FACTOR	CHARACTERISTIC
Road Class	Arterial
Road Type	Semi-Urban / Rural
AADT	12,500 – 18,000
Speed (posted)	80 km/h
Pavement Width	7.75m
Implementation Notes	<ul style="list-style-type: none"> Construct new asphalt shared-use path within road ROW (e.g. behind ditch); OR Consider separated rural facility



Proposed Priority Route Example #2: D) Yonge Street between Mapleview Drive and 8th Line

Example: Sidepath (MUP alongside rural road)
– Cumberland Avenue, Peterborough



Example: Paved shoulder / MUP alongside rural road
- Arundel Street, Thunder Bay



Draft Priority Network: Discussion

- Are there other priority links that come to mind?
- Are the identified priority links intuitive?
- Are there other criteria you think should be considered?
- For links outside of County jurisdiction, what is the best mechanism for County support?



Policies & Programs



Supporting Policies

Active-Transportation Specific:

- To improve **pedestrian safety**, County roads that run through settlement areas should be designed with enough right-of-way to allow local municipalities to construct sidewalks
- County roads will **consider and include paved shoulders**, where feasible

SUPPORTING STRATEGIES



SAFETY STRATEGY

- Develop a road safety program that regularly collects data, identifies collision hot-spots, funds safety studies, and mitigates safety issues through capital improvements
- Follow road and AT design best practices



TRAVEL DEMAND MANAGEMENT

- Monitor the need for a targeted TDM program and
- Consider hiring a TDM specialist
- Integrate TDM into development planning and include active transportation facilities at transit stops



ROAD DESIGN GUIDELINES

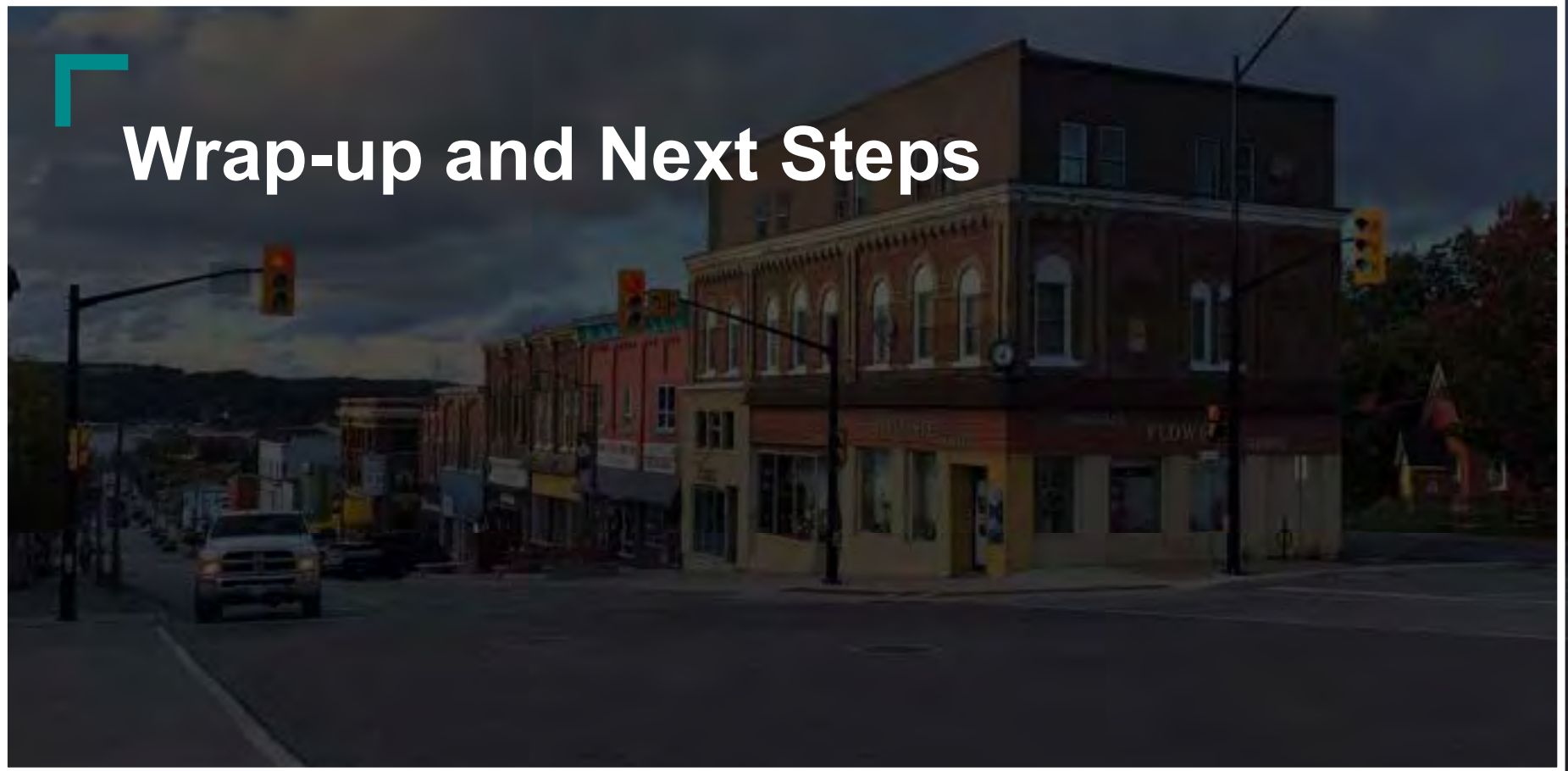
- Update road design guidelines to reflect a complete streets approach, where all road users are considered
- Continue to use current design manuals to ensure best practices and design standards are followed

Policies & Programs: Discussion

- **Do you support the proposed policies / initiatives?**
- **Are there other policies or initiatives you think should be included in the County's TMP?**



Wrap-up and Next Steps



Next Steps

- Request comments via e-mail on the draft priority network and programs by **April 11th 2022**
- Recommendations and network will also go out to the public via PIC #2
- Revised priority network and policies and programs based on stakeholder and public comment to be incorporated into TMP report in Phase 4 of study

Public Information Centre 2

- Public Information Centre (PIC) 2 to launch April 14, 2022 on simcoe.ca/tmp
- PIC 2 will update the public on the TMP and invite their feedback on the draft transportation networks, strategies and policies
- PIC will consist of a virtual open house with:
 - Display boards
 - Survey
 - Interactive map
 - Project contact info



Thank You!



Defining the cities
of tomorrow

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Minutes

To/Attention Notes to File **Date** July 21, 2022
From IBI Group **Project No** 127452

Subject Active Transportation Focus Stakeholder Meeting
Online Teams Meeting
March 28, 2022, 11:00 a.m. to 12:00 p.m.

Present Adrianna Spinosa (County of Simcoe)
Brendan Matheson (County of Simcoe)
Bryan Anderson (Tay Township)
Bryan Murray (Town of Penetanguishene)
Carolina Cautillo (Town of Innisfil)
Claire Walker (County of Simcoe)
Dan Perreault (Township of Clearview)
Derek Burke (Township of Severn)
Gordon Hui (R.J. Burnside)
Hyder Rajab (Town of Innisfil)
Ian Sugden (City of Orillia)
Ian Todhunter (Town of New Tecumseth)
Jason Coleman (Township of Essa)
Jody Wilson (Collingwood Cycling Club)
Joe Coleman (Town of Bradford West Gwillimbury)
John Sloan (Ganaraska Hiking Trail)
John Velick (Town of Collingwood)
Jon Popple (Township of Ramara)
Julie Nolan (County of Simcoe)
Justin Jones (WSP)
Lisa Ma (IBI Group)
Mahesh Ramdeo (Township of Springwater)
Marcio Marques (Town of Bradford West Gwillimbury)
Meredith Goodwin (Town of Innisfil)
Mike Rawn (Township of Clearview)
Mitch Sobil (Town of Midland)
Murray Knowles (Town of Collingwood - Trails & AT Advisory Committee)
Paul Pentikainen (Town of Innisfil)
Ray Bacquie (R.J. Burnside)
Scott Johnston (IBI Group)

Item Discussed	Action By
Shawn Berriault (Tay Township) Tim Leitch (Township of Tiny) Wayne Eaves (Collingwood Cycling Club) Wendy Martin (Town of Collingwood) Xinli Tu (R.J. Burnside) Zibby Petch (IBI Group)	

Distribution Attendees

Item Discussed	Action By
<p>1. TMP Study Context</p> <p>S. Johnston (IBI Group) outlined the meeting agenda, and provided an overview of the study context. The study is currently in Phases 2 and 3 to gather public feedback on draft recommendations, projects and policies developed to date.</p>	<p>Discussion Only</p>
<p>2. Active Transportation Priorities</p> <p>Z. Petch (IBI Group) provided an overview of active transportation work to date. During PIC #1, the study team received comments on key themes including a desire for physical separation between cyclists and motorists, filling in sidewalk gaps, serving connections between communities and improving multi-modal integration (e.g., connections to transit)</p> <p>Based on discussion with the project team, the study focuses on four key elements relating to role of the County in supporting AT: (1) supporting inter-municipal connections, (2) boosting cycling tourism, (3) county-wide coordination and standards, and (4) funding/delivery partnerships.</p>	<p>Discussion Only</p> <p>Discussion Only</p>
<p>3. Priority Cycling Network</p> <p>Z. Petch outlined the purpose and development process of the draft County-wide cycling and trails priority network. The proposed projects from the 2014 TMP will be carried forward to form the long-term ultimate cycling network.</p> <p>Analysis factors used to inform the priority network development included the existing network, existing ridership and cycling demand, connectivity and stakeholder/public comments, as well as routes identified in the Ontario Municipal Commuter Cycling (OMCC) Program.</p>	<p>Discussion Only</p> <p>Discussion Only</p>

Item Discussed	Action By
<p>The draft priority network is largely comprised of corridor “spines” with a combination of existing, previously proposed routes and new routes. Meeting participants are invited to provide feedback on the draft priority network.</p>	<p>Discussion Only</p>
<p>Z. Petch reviewed proposed facility types anticipated for the priority network, noting that buffered paved shoulders and MUP are important facility types to emphasize given public / stakeholder feedback requesting more physical separation between cyclists and motor vehicles.</p>	<p>Discussion Only</p>
<p>Discussion:</p>	
<ul style="list-style-type: none"> • M. Sobil (Town of Midland) noted that the Town is in the process of contracting road work on Balm Beach Road and starting construction soon. The current design includes a proposed sidewalk on the north side. The project team will follow up on the proposed facilities offline as soon as possible. 	<p>TMP Project Team</p>
<ul style="list-style-type: none"> • J. Velick (Town of Collingwood) asked whether the project team reviewed available ROW widths and noted that implementation of active transportation facilities can be challenging. TMP Team: No review of right-of-way is completed as part of the high-level work for the master plan, however the project team has been mindful of the constraints of the corridors. Creative solutions may be possible in some cases (e.g. on-road MUP on one-side of the road, narrowing travel lanes, etc.). 	<p>Discussion Only</p>
<ul style="list-style-type: none"> • Will the County or Municipality be building these projects? Answer: If the project falls within County ROW then the County will build; if the project is located within municipal ROW or off-road, then the Municipality will build but with support from the County. 	<p>Discussion Only</p>
<ul style="list-style-type: none"> • W. Eaves (Collingwood Cycling Club) asked whether a surface type for the Clearview-Collingwood has been identified. Answer: We have not identified a surface type at this level of planning but please provide feedback if there is a specific preference. S. Johnston noted that the trail is under detailed design right now with a proposed limestone surface. 	<p>Discussion Only</p>
<ul style="list-style-type: none"> • W. Eaves requested that Concession 10/ Nottawasaga have paved shoulders between Popular Road and Hwy 124. TMP team to review and consider. 	<p>TMP Project Team</p>
<ul style="list-style-type: none"> • D. Perreault (Town of Clearview) raised a concern about using 6th Concession as a route due to significant structures (i.e. bridges, large culverts) south of CR 91 which will be expensive 	<p>TMP Project Team</p>

Item Discussed	Action By
<p>to upgrade. Consider just formalizing the route with signage or shifting the route to Fairgrounds Road. S. Johnston and W. Eaves emphasized that 6th Concession is heavily used by cyclists in both directions. W. Eaves raised a safety concern with Fairgrounds due to vehicles passing cyclists. Concession 10 between County Road 124 and Collingwood is also heavily used by cyclists. TMP team to review and consider.</p>	
<ul style="list-style-type: none"> • Tim Leitch (Township of Tiny) noted that Route A on Balm Beach Road is part the Great Lakes Waterfront Trail but certain sections of the road are only 20m wide and implementation may be challenging. The Township is happy to work with County on sharing costs for this trail. 	Discussion Only
<ul style="list-style-type: none"> • P. Pentikainen (Town of Innisfil) suggested adding CR 89 between TransCanada Trail to Yonge Street to the priority network. 6th line could be added as well since the County is taking over the road and it will provide a direction connection to the GO Station. The County could also take on the role of identifying the Barrie-Collingwood rail trail. TMP team to review and consider. 	TMP Project Team
<ul style="list-style-type: none"> • I. Sugden (City of Orillia) noted the City is working with MTO to replace all three interchanges within the City which will include on-road cycling infrastructure; these new connections to the County's system should be considered in the priority network. TMP team to review and consider. 	TMP Project Team
<ul style="list-style-type: none"> • M. Goodwin (Town of Innisfil) suggested including a Lake-adjacent trail which would comprise of combination of on-road and off-road facilities throughout Innisfil. Hoping it would be County-led. TMP team to review and consider. 	TMP Project Team
<ul style="list-style-type: none"> • T. Leitch (Township of Tiny) suggested clearly indicating surface types on the website/maps since there is an expectation that people can ride any type of bike on the trails. 	Discussion Only
<ul style="list-style-type: none"> • M. Knowles (Town of Collingwood - Trails & AT Advisory Committee) wanted to flag limitations with the Strava data and noted there are areas within Collingwood that cyclists avoid but if they had the choice they would travel there. Z. Petch invited comments regarding corridors meeting this description that should be considered as part of the priority network. 	Discussion Only

Item Discussed	Action By
<ul style="list-style-type: none"> • J. Wilson (Collingwood Cycling Committee) asked whether any policies are in place so that facilities are implemented on both sides of jurisdictional boundaries. Answer: Reasonable to include language to support cross-jurisdictional coordination but outside of County's jurisdiction to oversee for municipal corridors. • Did safety/cycling collision data get reviewed? Answer: No, collision data was not reviewed. One of the draft recommendations is for the County is to adopt a formalized safety strategy. Feedback is welcome on locations with specific safety concerns. • [Meeting Chat] J. Coleman (Town of Bradford West Gwillimbury) asked whether the County-wide standards touch on maintenance after construction and cost sharing for maintenance? Answer: The TMP can propose an approach to maintenance. 	<p>Discussion Only</p> <p>Discussion Only</p> <p>Discussion Only</p>
<p>4. Supporting Policies and Strategies</p> <p>Z. Petch provided an overview of policy and programming elements that will support the network. AT specific elements include improving pedestrian safety and including paved shoulders wherever feasible. Additional relevant strategies in the Transportation Master Plan include the safety strategy, travel demand management, and road design guidelines.</p>	<p>Discussion Only</p>
<p>5. Next Steps</p> <p>PIC #2 is scheduled for April 14th. Display boards will include an interactive map, public survey and contact information to provide feedback.</p> <p>Action: Attendees to share PIC materials with their networks to increase reach.</p> <p>Action: Attendees requested to provide comments on the priority network and programs by Monday April 11th, 2022.</p> <p>Action: IBI Group will circulate the presentation to provide input.</p>	<p>All</p> <p>All</p> <p>IBI Group</p>



County of Simcoe
Transportation Master Plan Update
Public Transit Focus Meeting

PRESENTED BY IBI GROUP
MARCH 30, 2022



Agenda

1.0 Welcome and Introductions

2.0 TMP Study Context

3.0 Transit Context

4.0 Transit Needs and Directions

5.0 Transit Recommendations

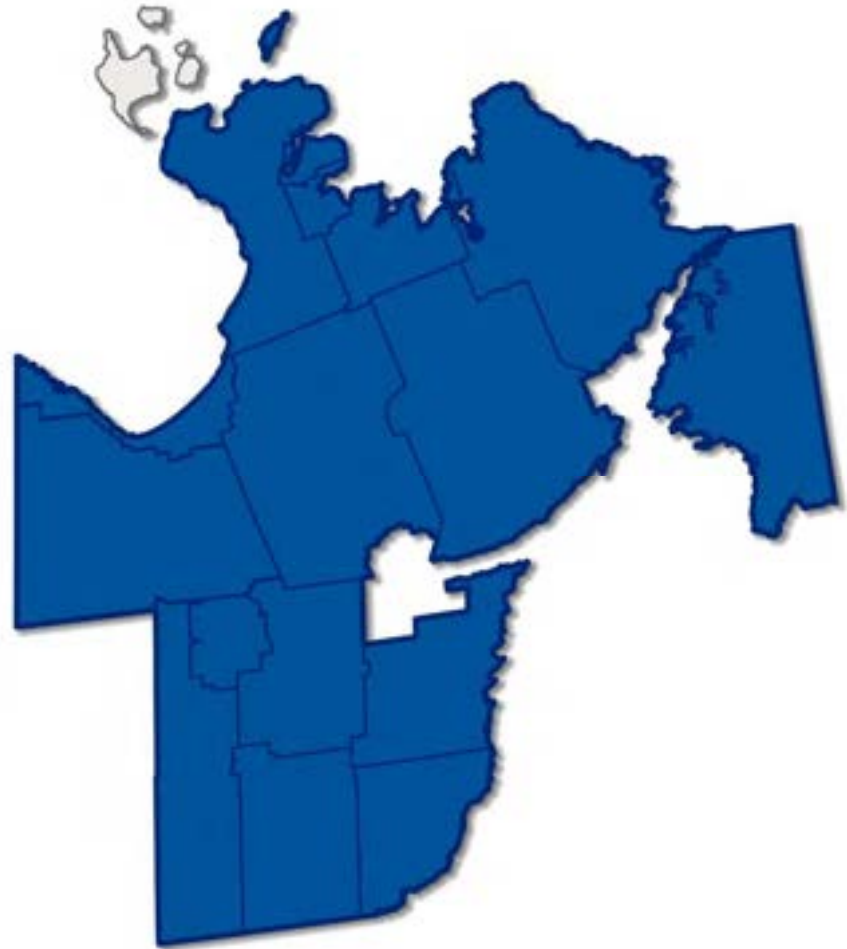
6.0 Next Steps and Closing



1.0 Welcome and Introductions


Introductions

- County of Simcoe Team
- IBI Group Team
- Municipal representatives and other stakeholders



Purpose of the Transit Focus Meeting

- Present **draft transit recommendations** in advance of Public Information Centre 2
- Identify any other key transit considerations to be addressed by the TMP
- Receive input from stakeholders on presented materials



2.0 TMP Study Overview

TMP Overview

- A Transportation Master Plan (TMP) is a **long-term strategy** to guide the planning, expansion and management of a multi-modal transportation system
 - A TMP provides **strategies and policies** that align with the County of Simcoe's growth and support its vision for the future transportation system
- ✓ Long-term plan
 - ✓ Multi-modal
 - ✓ Infrastructure
 - ✓ Policies
 - ✓ Programs

Study Process

WE ARE HERE



Identify Needs & Opportunities

Public Consultation Round 1

We asked:

- ✓ For feedback on the study's Vision and Goals
- ✓ To identify transportation needs and opportunities



Assess Alternative Solutions

Public Consultation Round 2

We are asking:

- ✓ To provide feedback on the draft recommended projects, policies and transportation solutions



Develop Strategies & Recommendations



Prepare TMP Report

Round 2 Consultation Plan

- March 23-24, 2022 – MAC Meeting 2
- March 28, 2022 – Technical Meeting: AT Focus
- **March 30, 2022** – Technical Meeting: Transit Focus
- April 01, 2022 – TAC Meeting 2
- April 14, 2022 – Regional Government Review
- April 14, 2022 – Public Information Centre 2 begins
- June 2022 – Draft TMP and Public Review Period

Study Vision

A safe, efficient and accessible multi-modal transportation system that responds to the County's vast geography, provides the connectivity needed for its growing and changing populations and businesses, and supports community and environmental health.

Study Goals



Connected Communities

Provide efficient and safe travel between County communities and to adjacent municipalities via the County road network.



Efficient Goods Movement

Supports the local economy by enabling efficient movement of goods and commercial vehicles.



Transit as a Viable Choice for Everyday Travel

Enhance and support transit as a competitive, effective and equitable mobility choice for all types of trips between County communities.



Safe and Connected Active Transportation

Enhance and expand walking, cycling and other active transportation facilities and infrastructure to connect and support healthy communities in the County.



Responsible, Forward-Looking Stewardship

Represent responsible investment in infrastructure and operations, targeting high cost-benefit ratios while ensuring the County is prepared for the future.



Protected Natural Environment

Mitigate disruption of habitats, waterways, agricultural land, natural heritage and natural resources while minimizing long-term climate impacts and increasing resilience to potential climate change impacts.



3.0 Transit Context

Current Transit Network

Simcoe County is served by a variety of agencies operating at different levels:

- **Inter-regional:** GO Transit and Ontario Northland
- **Inter-community:** LINX (Simcoe County, 6 routes)
- **Local Municipal:** Local municipal transit agencies
- **External Municipal:** Barrie Transit, Orillia Transit, Chimnissing Transit
- Most agencies have a fare card system, but these smartcards do not work between agencies



TMP Transit Network Approach

1. Needs identified throughout Phase I through needs review and input from public and stakeholders
2. Broad key directions developed for each need
3. Developed short-term and long-term actions with prioritization based on Regional Government Review (RGR) timing and process to implement directions in a staged approach





4.0 Transit Needs and Directions

Identified Needs and Issues



Connectivity and Coordination

- Need for improved connectivity and expanded coverage
- Lack of planning and service integration with agencies both above and below LINX
- Many potential transit trips are not served by a single route, requiring multiple transfers between agencies



Fare Integration

- Fare media vary across the County
- Fare structure not aligned between operators



Governance, Funding and Operating Models

- Lack of regional transit governance model, resulting in potential duplication of responsibilities and inefficiencies between operators
- Multiple operating contracts; a lack of maintenance and indoor parking commonality
- Ridership dispersed between agencies may limit effectiveness of gas tax funding



Sustainable Infrastructure and Vehicles

- Need for improved sustainable infrastructure and vehicles to 'future-proof' transit
- Depots do not incorporate energy collection or use reduction technologies



Accessibility

- Need for improved accessibility – not all service stops / services are accessible due to infrastructure constraints
- Daytime-oriented service limits suitability for discretionary trips, especially for people with disabilities

Key Directions



Connectivity and Coordination

- Creating a more seamless travel experience to better connect local and regional networks and destinations



Fare Integration

- Creating an affordable, equitable, and consistent fare system for travel throughout the County and for regional connections



Governance, Funding and Operating Models

- Adopting a governance and operating model that results in a transit system that works as one for the customer across the County



Sustainable Infrastructure and Vehicles

- Developing a sustainable future through smart investments in zero-emissions vehicles, new technology, and environmentally-friendly infrastructure



Accessibility

- Ensuring a consistent, quality experience and meeting the requirements of AODA



5.0 Transit Recommendations

Draft Short-Term Actions Within 5 Years



Connectivity and Coordination

- Establish County-wide transit coordination table to improve connectivity
- Consolidate transit into a single system to improve customer experience and connectivity
- Complete a review of transit terminal to allow better interchanges with municipalities
- Start weekend/late-night service trial with a focus on post-secondary and shift-work demand



Fare Integration

- Initiate review of regional transit fare policy
- Explore technologies and products that would accommodate inter-agency fares



Governance, Funding And Operating Models

- **Start implementation of regional transit model** as part of RGR
- Review delivery need and opportunities
- Improve coordination of transit vision, planning and strategy in the County of Simcoe

Draft Short-Term Actions Within 5 Years (cont'd)



Accessibility

- Engage riders to determine improvements for specialized transit and accessibility
- Create a design standards transit stop to standardize amenities and responsibilities with other municipalities
- Create standards for specialized transit transfer point with other municipalities



Sustainable Infrastructure And Vehicles

- Investigate funding opportunities to purchase and operate zero-emissions buses
- Conduct review of other transit agencies' sustainable technologies for infrastructure like bus stops and depots

Draft Long-Term Actions Beyond 5 Years



Connectivity and Coordination

- Identify and prioritize improvements at key transit connections in conjunction with service coordination
- Review and leverage opportunities for transit service coordination on key corridors



Fare Integration

- Implement fare strategy recommendation developed from short-term action
- Monitor best practices at peer agencies for continuous improvement



Governance, Funding And Operating Models

- **Complete implementation of regional transit model**
- Continue to refine and improve regionally integrated transit service, including connections to expanded GO Transit and intercity services
- Create and implement a five-year transit plan and long-term transit vision

Draft Long-Term Actions Beyond 5 Years (cont'd)



Accessibility

- Implement design standards framework for bus stops
- Ensure that Simcoe County complies with or exceeds AODA standards



Sustainable Infrastructure And Vehicles

- Transition to a zero-emissions buses with garage infrastructure to support new and future technology
- Support the efforts of regional transit agencies to green their operations

Feedback Requested

Given the recommended actions that have been presented:

- **Are there any that you are particularly in support of?**
- **Are there any that need to be revised or removed?**
- **Are any key actions missing?**



6.0 Next Steps and Closing

Next Steps and Closing

Meeting Follow-Up

- IBI Group to distribute meeting minutes and presentation slides
- Committee to provide additional input by **April 08, 2022**

Public Information Centre 2

- Virtual PIC 2 and formal comment period commences **April 14, 2022**
- Project team to consider public and stakeholder input in refining draft recommendations

Other Project Milestones

- Draft TMP report in **June 2022**

Thank You!



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Minutes

To/Attention Notes to File **Date** May 23, 2022

From IBI Group **Project No** 127452

Subject County of Simcoe TMP Update: Public Transit Technical Advisory Committee Meeting
Microsoft Teams
March 30, 2022 - 1:00 p.m. to 2:00 p.m.

Present Adrianna Spinosa (Study Project Manager, County of Simcoe)
Christian Meile (Director of Transportation and Engineering, County of Simcoe)
Dennis Childs (Transit Manager LINX Transit, County of Simcoe)
Shaw Dungate, Supervisor of Transit Operations, County of Simcoe
Katy Modaresi (Manager of Capital Projects, Town of Bradford West Gwillimbury)
Marcio Marques (Project Manager, Capital Projects, Town of Bradford West Gwillimbury)
Paul Dubniak (Transportation Technologist, Town of Bradford West Gwillimbury)
Gordon Hui (R.J. Burnside Consultant for Town of Innisfil)
Ray Bacquie (R.J. Burnside Consultant for Town of Innisfil)
Jeremy Bonham (Policy Planner, Town of New Tecumseth)
Dan Perreault (Township of Clearview)
Bryan Murray (Town of Penetanguishene)
Claire Walker (County of Simcoe)
Tim Leitch (Township of Tiny)
Mike McConnell (City of Barrie)
Paul Pentikainen (Town of Innisfil)
Jason Zimmerman (City of Barrie)
Joe Coleman (Town of Bradford West Gwillimbury)
Ian Todhunter (Town of New Tecumseth)

Item Discussed

Action By

Cindy Chung (RJ Burnside, on behalf of Town of Innisfil)
Dylan Flannery (Town of Midland)
Josh Kavanagh (Township of Ramara)
Sydney Pitakowski (District of Muskoka)
Tim Cane (Town of Innisfil)
Iris Chan (Metrolinx)
Jonathan Uylenbroek (Town of Wasaga Beach)
Jim Reichheld (Town of Midland)
Jeremy Walton (Town of Penetanguishene)
Jennifer Best (Town of New Tecumseth)
Kevin Lalonde (Town of Wasaga Beach)
Earl Segriff (Ontario Northland)
Scott Johnston (Study Project Manager, IBI Group)
Aidan Grenville (Transportation Planner, IBI Group)
David Forsey (Associate Director, Transportation Planning, IBI Group)

Attachments Meeting Slide Deck

Distribution Attendees

1. Welcome and Introduction

Scott Johnston (IBI Group) provided opening comments and reviewed the meeting agenda. Scott noted that additional input from participants is welcome after the meeting via email.

2. Purpose of Meeting

An overview of the purpose of Public Transit Technical Advisory Committee Meeting was outlined:

- Update local municipal partners on the TMP Transit Directions and Recommendations; and
- Gather input and address concerns from local municipalities.

3. Study Approach

Aiden outlined the approach to the transit component of the TMP:

Item Discussed

Action By

- In Phase 1 the team has applied a customer journeys approach, looking for pain points with respect to transit. Needs and issues were developed through the team's assessment drawing on County, public, and stakeholder consultation. Needs were grouped into categories and preliminary 'directions' or strategies were developed for each area of needs. Identified Needs and Issues were grouped into the following major topic areas:
 - Connectivity and Coordination
 - Fare Integration
 - Governance
 - Sustainability
 - Accessibility
- In Phases 2 and 3 the team developed a series of recommendations responding to these needs and issues, for discussion in this meeting.

4. Draft Recommendations

Aidan presented a suite of directions and actions, noting that they are for a high-level Master Plan and should not be expected to replace the need for further detailed study of proposed actions. The TMP recommendations align with the study goals and work toward achieving the transportation vision for the County of Simcoe.

Participants were invited to provide comments on the draft recommendations following the meeting, after they have an opportunity for a more thorough review.

4.1 Key Directions

Strategic directions were presented by Aidan (see attached slides). A key direction is to consolidate into a single operator. Discussion included the following.

- **Dan Perreault (Clearview):** When County transit started, Essa was looking to bring transit to Angus. At the time, single governance model wasn't an option. Has the County's position on this changed? Are we talking about consolidating into one operator?
 - **Scott Johnston (IBI Group):** Yes. It is known that there are big questions that go along with this recommendation. Details relating to existing on-demand

Item Discussed

Action By

service, and existing contracts would need to be developed. We're at the stage of recommending this process be started.

- **Dan Perreault:** This plan could benefit a smaller municipality, but it may become difficult to manage if the focus is on larger municipalities. How can a consolidated service support smaller municipalities?
 - **David Forsey (IBI Group)** provided context from Niagara Region who consolidated into a single operator. Niagara Region set up a Commission to manage service. The Commission had representatives from local municipalities to ensure they are heard when it comes to service planning. A similar approach could be used in Simcoe County.
- **Katy Modaressi (Bradford West Gwillimbury):** Agree with need for coordinated transit service, but how is prioritization going to take place? How is this going to be coordinated at a regional level? How will local issues be dealt with? Simcoe is very different than Niagara or Durham.
 - **Scott Johnston (IBI Group):** The big advantage is that there is integrated service, better customer experience. But we understand that local needs are important. We will take as key comment the need for future work to define how transit service is prioritized in the single operator model.
- **Katy Modaressi (Bradford West Gwillimbury):** Are you considering a hybrid model? Regional routes vs. local routes. Demands change frequently with seasons, etc. Are options being left out?
 - **Scott Johnston (IBI Group):** No options are being left out at this time. But understood that local needs would need to be prioritized in any model. A hybrid model should also be considered and explored in next steps.
- **Gordon Hui (Consultant for Innisfil):** Are there are going to be staffing impacts from a regionalization process?
 - **Scott Johnston (IBI Group):** No firm answers on staffing, but not looking to consolidate/shrink departments. County is experiencing strong growth and the focus would be on improving service to address growth and responding to customer needs.

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Item Discussed

Action By

- **Gordon:** Following up, just wanted to understand the financial impact from a local municipal perspective.
- **Scott Johnston (IBI Group):** This is not known but funding constraints at municipalities would need to be recognized.

4.2 Short and Long-Term Actions

Aiden presented preliminary short and long-term actions. Discussion included the following:

- **Tim Cane (Town of Innisfil):** Want to make sure that local levels of service are consistent, as good as they were before. Regarding the initiation of study - is the recommendation for a feasibility study?
 - **Scott Johnston (IBI Group):** The municipalities aren't asked to endorse the recommendation now, but to be aware and to provide feedback on it as a recommendation of the TMP.
 - The process would be that next steps are to develop an implementation plan or study. This would include further stakeholder and municipal consultation.
 - After that implementation plan is complete, municipalities would be asked to endorse.
 - **Tim:** A key component of implementation will be coordination. Currently dealing with coordination of transit master plans at the municipal level.
 - **Scott:** Understood that current cross-boundary service, and current plans for integrating service, will need to be considered as part of implementation plan.
- **Bryan Murray (Town of Penetanguishene):** Will this include both specialized and local services?
 - **Aidan Grenville (IBI Group):** Yes, that is the current consideration.
- **Jason Zimmerman (Barrie Transit Operations):** Barrie is not part of the County, but have you given thought to a Commission model, which is not held to borders? This would allow smaller models to opt in/out of service. Focus better on moving people.
 - **Scott Johnston (IBI Group):** This is a great comment. Agree that the TMP should state the need to be "open-

Item Discussed

Action By

- mindred" on the exact model of integration. Will be working towards addressing issues rather than working to a specific solution.
- **Jason:** Consider a review of the Bow Valley Commission in Alberta as a model. Different partners were brought to the table and the model was not held to borders.
 - **Scott Johnston (IBI Group):** This can be added as a example for future study.
 - **Tim Cane (Town of Innisfil):** Can't have a regional transit discussion without the two biggest providers in the room. Innisfil has tried to integrate with Barrie and Orillia as much as possible and this should be considered going forward.
 - **Scott Johnston (IBI Group):** Understood, agree that Barrie integration is a key question to be looked into.
 - **Katy Modaressi (Bradford West Gwillimbury):** Fare connectivity, does that mean PRESTO?
 - Aidan: Not tying this to one specific card at the moment, but something like PRESTO would improve accessibility. We're more broadly talking about fare integration between municipalities. Further study is required.

Dennis Childs (Simcoe County) provided an update on electric buses. There are many challenges with operating electric buses in the County context due to range, charging needs, staffing, and maintenance. The providers are adapting to meet some of these challenges on the hardware side and the County will be looking into the staff / operating side. It's a dynamic situation for the County but electrification is definitely coming.

Scott thanked attendees and reminded all of the upcoming PIC.

The meeting was adjourned.

For any comments or changes to these minutes please contact Zach.Henderson@ibigroup.com.

Appendix E: Stakeholder Inputs

ENGAGEMENT SUMMARY

County of Simcoe Transportation Master Plan Update

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Stakeholder Inputs

The following stakeholder input tables are included in the subsequent pages:

- Stakeholder Input – Round 1 Engagement
- Stakeholder Input – Round 2 Engagement

Stakeholder Input – Round 1 Engagement

The following table summarizes feedback received from stakeholders during Phase I of the TMP Update. All comments received and resulting actions/commitments are detailed in this table.

Correspondence/Information is preceded by an asterisk (*) when included verbatim; otherwise the comment is summarized.

ID	Date and Method	Agency	Contact	Correspondence/Information	Theme/Topic								Actions / Commitments / Notes
					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	
Province of Ontario													
001	2021-05-06 Letter	Ministry of the Environment, Conservation and Parks	Chunmei Liu Regional Environmental Assessment Coordinator, Central Region chunmei.liu@ontario.ca	<p>EA Process</p> <p>Acknowledges that the County of Simcoe has indicated that the study is following the approved environmental planning process for a Master Plan project under the Municipal Class Environmental Assessment (Class EA).</p> <p>An updated Areas of Interest document is provided. All areas of interest in the document need to be addressed at an appropriate level for the EA study.</p> <p><i>[Attached materials: Areas of Interest document detailing specific environmental topics to be considered.]</i></p>							✓		Address all areas of interest in the attached document at an appropriate level for the EA study.
				<p>Consultation with Aboriginal Communities</p> <p>The proponent is required to consult with the following communities:</p> <ul style="list-style-type: none"> The following Williams Treaties Communities with copy to the Williams Treaties coordinator Karry Sandy McKenzie: <ul style="list-style-type: none"> Chippewas of Georgina Island Chippewas of Rama First Nation (Mnjikaning) Beausoleil First Nation Hiawatha First Nation Curve Lake First Nation Alderville First Nation Mississauga's of Scugog Island First Nation Huron-Wendat Nation, if there is potential for the project to impact archeological resources Kawartha Nishnawbe First Nation Métis Nation of Ontario - Lands and Resources Dept with a copy to Region 7 Councillor David Dusome <p>The steps that the proponent may need to take in relation to Aboriginal consultation are outlined in the Code of Practice for Consultation in Ontario's Environmental Assessment Process.</p>								✓	Initiate discussions with all Aboriginal communities detailed in correspondence. The required steps are in the Code of Practice for Consultation in Ontario's EA Process.

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				<p>The proponent must contact the Director of Environmental Assessment Branch under the following circumstances after initial discussions with communities outlined above:</p> <ul style="list-style-type: none"> Aboriginal or treaty rights impacts are identified to you by the communities You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right Consultation with Indigenous communities or other stakeholders has reached an impasse A Part II Order request is expected on the basis of impacts to Aboriginal or treaty rights. <p><i>[Attached materials: A Proponent's Introduction to the Delegation of Procedural Aspects of Consultation with Aboriginal Communities document detailing the Crown and proponent's roles in consulting with Aboriginal communities.]</i></p>										
002	2021-05-10 Email	Ministry of Transportation	Peter Dorton Senior Project Manager Central Operations, Highway Corridor Management Section Peter.Dorton@ontario.ca	<p>MTO Plans for County of Simcoe until 2051</p> <ul style="list-style-type: none"> *MTO is in the process of developing a Transportation Plan for the GGH region for 2051. Simcoe County has been engaged in the GGH planning work as a member of the municipal Technical Advisory Committee established for the GGH Plan. MTO will continue to work with Simcoe County and other municipalities in developing the GGH Transportation Plan. We are planning to hold a meeting with the GGH municipal TAC members in the spring as part of a broader engagement on the GGH Transportation Plan development. The intent of the meeting is to provide a status update of the GGH study and to discuss proposed elements for the GGH Transportation Plan. 							✓			Consider the GGH Transportation Plan 2051 currently in development and its potential impacts on County of Simcoe in Phase 1.
003	2021-10-13 Email	Ministry of Transportation	Peter Dorton Senior Project Manager Central Operations, Highway Corridor	<p>*Here are our responses / comments to your 10 items:</p> <p>1. Highway 26 Transportation Study, Needs Assessment Report (2015, MTO) which included proposed realignments / bypass (e.g. Collingwood Bypass)</p> <p>The Highway 26 Transportation Study was commenced in 2009 and was completed in fall 2015. The study identified and evaluated a range of transportation</p>	✓		✓		✓		✓			Email response provided by project team.

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			Management Section Peter.Dorton@ontario.ca	<p>solutions to address the impacts of long-term increases in traffic volumes, forecasted to 20-30 years, and recommended a preferred alternative.</p> <p>The next step in our planning process is to undertake a Route Location and Environmental Assessment study, which would provide another opportunity to examine and evaluate alternatives, taking into consideration all aspects of the environment, including applicable legislation and policies of the day. The timing of a Route Location study is influenced by available funding and the project's priority among other needs. The ministry's highway program is developed based on an extensive review that evaluates and prioritizes all the province's competing needs. We are continuously looking at the long-term transportation infrastructure needs to determine where the greatest benefits can be realized to support growth, improve traffic flow and increase safety in Ontario. These projects continue to be subject to further study and prioritization. The ministry does not commit to funding projects beyond a five year horizon.</p> <p>2. Highway 400-404 Connecting Link (EA ongoing, we are interested in timing and any configuration changes)</p> <p>The ministry is currently undertaking a preliminary design and EA Update Study for the Highway 400 – Highway 404 Link (Bradford Bypass). The study is anticipated to be completed by end of 2022. A Public Information Centre (PIC) was held in May 2021 to present the design refinements to the 2002 approved route alignment for public comment. During the next phase of the study, the Project Team will assess and evaluate preliminary design refinements and alternatives based on feedback from the PIC, fieldwork and additional technical work. The results of this evaluation and the technically preferred route will be presented to the public at a second PIC (PIC 2) in the fall of 2022. Following the second PIC, the Project Team will refine the technically preferred route based on feedback received at PIC 2.</p> <p>3. Highway 9 widening (seen in 2021 GGH discussion paper)</p> <p>Highway 9 widening is shown as "New Capacity Expansion" as part of the Greater Golden Horseshoe road network for 2051 in the published GGH Discussion Paper, and will be shown as the same in the GGH Transportation Plan (currently being finalized for release in October)</p>										

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				<p>4. Highway 404 Extension EA – if the EA can be provided, so we can assess connections to the County, any info on timing</p> <p>The ministry completed a preliminary design and EA study in 1997 and designated the lands for the Highway 404 Extension from Woodbine Ave. to Highway 48/12 to ensure the corridor is available for future transportation needs. In terms of the current status, the extension is not on our current 5-year Ontario Highway Program. The ministry’s highway expansion funding decisions are made based on province-wide needs and priorities. Further stages of internal MTO and government approvals will be required before any additional planning, design, and environmental work can proceed or construction funding for the expansion of Highway 404 is sought. I will try to provide you with the EA under separate cover (files are large).</p> <p>5. Projects not shown in GGH plan but appeared in the Simcoe-Area Multi-modal Transportation Strategy (2014) – e.g. Highway 427 extension north of Major Mackenzie</p> <p>Highway 427 extension from Major Mackenzie to GTA West is shown as “New Planned and Conceptual Corridors” as part of the GGH road network for 2051 in the published GGH Discussion Paper, and will be shown as the same in the GGH Transportation Plan (currently being finalized for release in October).</p> <p>6. Highway 89 Cookstown Bypass – whether this is under consideration.</p> <p>The Ontario Highway Programs are developed based on an extensive review that evaluates and prioritizes all the province’s competing needs. The Cookstown Bypass is not identified on the current program.</p> <p>7. CR-93/Hwy 11 interchange – timing of EA and design / construction</p> <p>The ministry is currently undertaking the preliminary design and EA for the Highway 11/93 interchange and detail design is anticipated to commence in 2022. The project is not currently on the ministry’s Ontario Highway Programs which covers projects until 2024. The ministry does not commit to projects outside of the Ontario Highway Programs. While this work is not identified on the current program, the program is reviewed and updated annually.</p>										

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				<p>8. Province-wide cycling network – any input on timing or new funding of Simcoe County links, and potential timing for future updates to the plan that the County can contribute to (e.g. Barrie-Collingwood connection).</p> <p><u>Province-wide Cycling Network</u></p> <ul style="list-style-type: none"> • MTO released the plan for the province-wide network of cycling routes in April 2018. • Network to include approximately 3,150 km of routes on MTO roadways and approximately 6,690 km on non-MTO infrastructure. • The Province-wide Cycling Network was developed to help focus resource expenditure on cycling infrastructure. However, we recognize that there are other areas where cycling infrastructure may make sense and be considered as part of upcoming projects if the municipality has cycling infrastructure and an established network in the area. • There are no plans to update the plan. MTO’s role at this time is limited to constructing and maintaining sections of the Network that are on MTO highways. MTO is still trying to complete the existing network, and there are no plans to expand or revise it. <p><u>Ontario Municipal Commuter Cycling Program</u></p> <ul style="list-style-type: none"> • The Ontario Municipal Commuter Cycling Program is a carryover from the previous government, and will soon be coming to a close (delayed due to the pandemic). • The County of Simcoe has completed two projects, and another two projects are on-going (to be completed by December 31, 2021) under the OMCC program. • There are no new funding opportunities for active transportation. <p>9. Emergency detour routes – proposed changes or additions</p> <p>EDRs are requested by the municipalities. MTO assists in setting them up and ordering signs. We are not aware of any recent changes to any EDRs.</p> <p>10. Highway 12 – we have heard concerns about traffic operations at unsignalized intersections – potential need for study. The comments are</p>										

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				<p>concerns about Highway access at unsignalized intersections specifically in Tay, e.g. Triple Bay Road and Park Street, also concerns about speeding and safety. Some of the comments are about local roads, not in County's jurisdiction, but led to the question about potential future corridor upgrades or studies such as signal warrants.</p> <ul style="list-style-type: none"> A traffic signal is currently being installed at Highway 12/ Triple Bay Rd.. We are not aware of any concerns at Highway 12 / Park Street or of plans for Highway 12 corridor upgrades within Tay Township. There are however plans for future upgrade at Highway 12 / 400 / Pine St. west ramp terminal intersection. <p>Please feel free to contact me if you have any questions or wish to set up a meeting to discuss any of these items further.</p>										
County of Simcoe														
S01	2021-04-27 Email	Simcoe Muskoka District Health Unit, Environmental Health Department	Sarah Warren Climate Change Project Associate, Healthy Environments Sarah.Warren@smdhu.org	<p>Suggestions for Additional TMP Update Goals</p> <p>*The health unit suggests strengthening explicit considerations for human health and wellbeing, in addition to climate resilience/environmental sustainability and equity in the goals and guiding principles. Attached is a policy statement for official plans documents, which provides a series of suggested policy statements and implementation activities related to transportation, land use, community design and public health.</p> <p>Some general areas that could be strengthened include:</p> <ul style="list-style-type: none"> Stronger equity lens /language within vision and goals. Consider affordability and accessibility of all transportation modes for all users (ages, socioeconomic status and geographies). Moreover, consider whether specific communities may be disproportionately impacted and identify strategies to mitigate unintended harms. Enhance emphasis on encouraging low-carbon transportation modes and decrease reliance on motor vehicles and low-carbon options and provide the necessary infrastructure to support this. There are many public health co-benefits to reduce GHG and air pollution in Simcoe County and the benefits associated with physical activity. 								✓		Consider in Phase 1 refinement of draft transportation Vision and Goals.

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				<ul style="list-style-type: none"> Strengthen attention to integrating climate change action (both mitigation and adaptation) into the plan/transportation infrastructure. The plan must plan for future climate projects to be sustainable and cost-effective and to reduce potential negative impacts that can influence public health and safety. Explicitly prioritize resilient nature-based solutions within infrastructure and protect and preserve natural environments. <p><i>[Attached materials: Healthy Community Design: Policy Statements for Official Plans (S01a) document detailing examples of policies aimed at improving public health]</i></p>										
S02	2021-03-31 Email	South Simcoe Police	David Phillips Traffic Sgt #181 David.Phillips@southsimcoepolice.ca	<p>Safety Concerns Regarding Six Intersections</p> <p>*The misalignment of the 13th line of Bradford at Cty Rd 27 BWG. Several good crashes over the years. Area is fairly open with no clear causes other than the jog between the Line.</p> <p>Cty Rd 54 (10th SDRD) at the 4th of Innisfil. Complete open unobstructed intersection. Cars appear to miss /run the stop sign for no real reason. There are stop sign ahead signs but our hypothesis is its countryside driving and people not paying attention. We have an unusual amount of serious collisions here. We recommend a flashing light either over head or on the stop signs.</p> <p>Cty Rd 54 at the 5th of Innisfil. This intersection is in a sharp hollow. Although collisions have not been an issue at this time, the buildup of the Lefroy settlement area is seeing an uptick on traffic on the 5th line travelling to Cty Rd 54. As the two roads continue to gain volume we see an impending issue.</p> <p>Cty Rd 4 (Yonge) at the 9th of Innisfil. Southbound has a turning lane that is utilized when cars are stopped to turn left onto the 9th. Motorist overtaking on the right are often hidden to other road users leading to several serious PI collisions over the last 10 years.</p> <p>Cty Rd 14 (Line 5 BWG) at Cty Rd 27. Intersection below the crest of a hill. With the opening of the Line 5 interchange at the 400 and the growth of Bond Head well underway we see potential for serious side impact collisions here. This intersection is the site of a 5 person fatal in 1995. The engineering here today is similar to the time of the crash.</p> <p>Cty Rd 27 from the 2nd of BWG to Hwy 9. Unusual number of serious collisions in this small stretch. Seems to be environmental and usually when windy from</p>	✓				✓					<p>Note as a need/issue in Phase 1.</p> <p>Consider mitigating action in Phase 2.</p>

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				October to April ice/snow etc. Windbreak – snow fencing and increased surveillance by roads at times of high winds – not always when snowing.											
S03	2021-04-20 Email	County of Simcoe	Jae Park Project Engineer, Transportation Construction Jae.park@simcoe.ca	Inquiry – Projected Growth on CR 27 at Beaver Lane *Is it possible to check with the consultant that’s working on the TMP what the projected growth is like on CR 27 at Beaver Lane (south of CR 22). The current version of TMP has identified 4 laning this section of roadway in ~20 years and we have a bridge replacement project which we are considering this expansion. We are running into difficulties with purchasing the required land wanted to get some insight from the TMP update in progress.	✓							✓			Consider in Phase 2.
S04	2021-03-25 Email	County of Simcoe	Kristin D. Pechkovsky Senior Policy Advisor, Planning Department	Active School Policy Statements Attached are resources concerning policy statements related to Active School Travel and presentations that could assist with Active Transportation component of the TMP.			✓				✓				Consider in Phase 1.
-	2021-04-06 TAC #1	Simcoe Muskoka District Health Unit	Sarah Warren Climate Change and Health Project Associate	Current Policy Statement Examples We will provide resources to TMP Update study, including policy statements regarding active transportation and community planning, as well as an active school campaign.								✓			Consider in Phase 1. Resources sent via email on 2021-04-27.
-	2021-04-06 TAC #1	County of Simcoe	Jane Sinclair General Manager of Health and Emergency Services	Emphasis on Accessibility and Active Transportation *There should be consideration for a growing aging demographic, for whom trails have utility in terms of health and wellness and connectivity. The study process should consider the trail system and other ways for people to travel actively, and also include an accessibility lens.			✓								Note as need/issue in Phase 1.
			David Parks Director of Planning, Economic Development, Transit and Airport Services	Plans to Make Barrie Railway More Viable *The abandoned railway segment from Angus to Collingwood is used as a rail trail. The segment from Utopia to Innisfil is in use, and the County of Simcoe is working with the City of Barrie to improve service to make the railway more viable and depend less on subsidies (a consultant has been hired to develop feasibility study).				✓							Consider in Phase 3 policies supporting Goods Movement.
-	2021-04-06 TAC #1	Simcoe Muskoka Catholic	Christine Hyde	Trail Accessibility and Use for School Commute			✓								Note as an opportunity in Phase 1.

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		District School Board	Manager of Planning and Properties	*It is helpful to ensure that trails are wide enough to accommodate different users (pedestrians, cyclists, strollers) and to plan for trails that can facilitate active users to and from schools.											
Local Municipalities															
L01	2021-05-05 Email	Township of Oro-Medonte	Justin Metras Manager, Infrastructure and Capital Projects jmetras@oro-medonte.ca	<p>Documents Pertaining to Truck Prohibitions / Routes</p> <p>Current Heavy Truck Prohibition and Designated Reduced Load and Haul Route By-laws are provided.</p> <p>The Heavy Truck Prohibition by-laws will be updated to include the two following locations:</p> <ul style="list-style-type: none"> • Moon Point Road – John Moon Road to Woodland Drive • Line 9 North – Old Barrie Road to Hwy 11 <p><i>[Attached materials: Two Heavy Truck Prohibition By-laws, and two Designated Reduced Load and Haul Route By-laws]</i></p>				✓							Consider in Phase 3 policies supporting Goods Movement.
L02	2021-05-04 Email	Township of Ramara	Kathy Sipos Director of Infrastructure KSipos@ramara.ca	<p>Inaccurate Trail Mapping</p> <p>*1. The trails mapping is not accurate. In several locations it shows hard surface “trails” which are actually gravel roads.</p>		✓									Correct in Phase 1 report. Response provided by A. Mori.
				<p>Road Rationalization</p> <p>*2. The Township tried unsuccessfully to upload Ramara Road 46 and 47 back to the County. The County declined.</p> <p>3. Ramara Road 46 meets all the criteria to be a County road and in fact the County has proposed to use this road as their detour for a culvert replacement on County Road 45. The Township has signed the road “No Trucks” to preserve the lower tier road. The County has asked for that to be removed for their detour because the detour to another County Road is too far.</p> <p>4. We formally request Ramara Road 46 be uploaded back to the County.</p>	✓		✓						Consider in Phase 3 Road Rationalization. Response provided by A. Mori.		
L03	2021-04-22 Email	Town of New Tecumseth	David Hegarty Project Manager, Traffic & Transportation	<p>*5th Line</p> <p>5th Line (from Tottenham Road to the Town East Boundary [approx. Highway 27]) is currently under the jurisdiction of the Town of New Tecumseth, but has been identified as a road that may be uploaded to the County at some future date. There</p>	✓										Consider in Phase 3 Road Rationalization. Response provided by A. Mori.

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			dhegarty@newtecumseth.ca	<p>is currently a best efforts agreement in place between the Town and the County for the maintenance of this road.</p> <p>In 2018, a new interchange was opened at 5th Line and Highway 400. This now creates a direct connect from Tottenham to Highway 400 via 5th Line and, as a result, we have seen a noticeable increase in traffic along this road. Apart from serving as a connection between CR10/CR14 and CR27, 5th Line now also serves as an important connection to Highway 400.</p>											
				<p>* Congestion on County Roads</p> <p>Main Street (Beeton) is a Connecting Link for CR1 and Queen Street (Tottenham) is a Connecting Link for CR10. The Town regularly received complaints regarding truck traffic and general congestion on the Connecting Link in both of these communities (especially Tottenham). There is currently no designated by-pass around either of these communities, but it is something that is being investigated as part of the Town's TMP update.</p>	✓			✓							<p>Note as a need/issue in Phase 1.</p> <p>Consider mitigating action in Phase 2.</p> <p>Response provided by A. Mori.</p>
				<p>*Trail System</p> <p>On the slides presented at the Municipal Advisory Committee, the trail map identified the Trans Canada Trail within New Tecumseth (north of Beeton) as paved. Please note that the trail is gravel within New Tecumseth.</p>			✓								<p>Correct in Phase 1 report.</p> <p>Response provided by A. Mori.</p>
				<p>*Truck Routes & Restrictions</p> <p>As requested, I have attached a copy of the Town's Parking & Traffic By-law which identifies truck restrictions. This is also available online. There are truck turning prohibitions in place at the Queen Street/Mill Street intersection in Tottenham. As well, there are a number of heavy truck restrictions in place in Alliston and Beeton.</p> <p>While it has not been included in the By-law, Industrial Parkway (part of which forms CR10) is signed as an Alternate Truck Route to the Highway 89 Connecting Link which passes through Alliston (Victoria Street, part of King Street, and Young Street). This alternate truck route is not enforceable and is purely voluntary. As Victoria Street, part of King Street, and Young Street form a connecting link for a Provincial highway, the Town is not able to prohibit trucks on these roads.</p>				✓			✓				<p>Consider in Phase 3 policies supporting Goods Movement.</p> <p>Response provided by A. Mori.</p>
L04	2021-04-22 Email	Town of Innisfil	Paul Pentikainen Senior Policy Planner	<p>*Active Transportation</p> <p>Innisfil fully supports enhanced emphasis on active transportation and active transportation connections to major growth centres and destinations such as the Innisfil Orbit/GO Station and Innisfil Beach Park. All future</p>			✓				✓				<p>Note as an opportunity in Phase 1.</p>

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					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	Other		
			ppentikainen@innisfil.ca	expansions/reconstruction of County Road's in Innisfil should include provisions for multi-use trails/bike lanes. Please refer to the Innisfil Trails Master Plan as well as the Innisfil 'Our Place' Official Plan .											
				<p>*Future Grade Separations and By-passes</p> <ol style="list-style-type: none"> 1. Include a future Innisfil Beach Road grade separation at the Metrolinx rail crossing. 2. Include a future Highway 400 - 6th Line interchange. 3. Include a future Cookstown by-pass/Cookstown East-West Corridor by Hwy 89 <p>Please refer to the Innisfil Transportation Master Plan, noting this will be updated in 2021/22 with a focus on accommodating the growth envisioned at the Innisfil Orbit/GO Station (www.innisfil.ca/orbit).</p>	✓						✓				Include in Phase 1 report.
				<p>*Rail</p> <ol style="list-style-type: none"> 1. Promote retention and potential expansion of the Barrie to Collingwood rail line to support economic development in the Innisfil Heights Employment Area (Highway 400/Innisfil Beach Road). 2. Show the new Innisfil GO Station (at 6th Line) on the Rail Map and broader transportation plan network drawings. 		✓		✓				✓			Note as an opportunity in Phase 1. Consider in Phase 2. Add future GO Station to Rail Map in Phase 1 report.
				<p>*Transit</p> <ol style="list-style-type: none"> 1. Extend LINX to Innisfil and future Orbit Go Station 2. Integrate LINX to Innisfil's on-demand transit service (www.innisfil.ca/transit) 		✓									Note as an opportunity in Phase 1.
				<p>*Provincial Highways</p> <ol style="list-style-type: none"> 1. Transportation Master Plan should consider showing planned by-pass routing when the provincial highway system breaks down owing to adverse weather or collisions. 2. TMP should urge the Province to widen and upgrade its highway's commensurate with existing and projected traffic growth. 	✓										Consider in Phase 1.
				<p>*Amenities on County Roads</p> <ol style="list-style-type: none"> 1. County should consider taking on financial and maintenance responsibilities for amenities such as sidewalks, bus shelters, and other street furniture on County Roads. 	✓										Consider in Phase 3.

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L05	2021-04-28 Email	Township of Oro-Medonte	Shawn Binns Director, Operations & Community Services sbinns@oro-medonte.ca	Defining Roles and Responsibilities of Municipalities, the County and Developers *There is a need to identify design standards for those sections of County roads through settlement areas, to achieve an appropriate balance between movement of vehicles/goods, safe active transportation and streetscape design that conforms to local planning goals including urban design guidelines, such as permitting buildings closer to the street. This includes understanding the roles, responsibilities, cooperation and partnership opportunities between the County, local municipalities and developer's for the implementation/construction of streetscape, traffic calming, and active transportation elements as part of the land development and County road improvement processes (Who does what, when and who pays for it?). Policy to guide and govern these processes should also be developed in consultation with Municipalities.	✓		✓	✓			✓			Consider in Phase 3. Response provided by A. Spinosa.
				Land Acquisition and Road Infrastructure *As part of the County's long term road infrastructure plans, there is need to identify land acquisition requirements to ensure congruence with local infrastructure projects and planning considerations. To this end the County of Simcoe TMP Update must respect/integrate the findings of the Horseshoe Craighurst Corridor Water, Wastewater and Transportation Master Plan and the Craighurst Secondary Plan.	✓						✓			Consider in Phase 3. Response provided by A. Spinosa.
				Active Transportation *Active Transportation infrastructure must support not just recreation (e.g. trails), but must also support active transportation as a safe and convenient alternative to car use for conducting everyday activities (e.g. attending work, school, shopping, appointments, visiting). In terms of County roads, particularly in settlement areas, this will mean features such as sidewalks, pedestrian crossings, bicycle lanes, traffic calming features, and connectivity to existing and proposed local/County active transportation infrastructure in order to achieve more complete communities. As part of the Transportation Master Plan the County should also look towards policy to enable County active transportation routes when there is an opportunity to have these outside of the County road allowance. An example of this would be the 28km Oro-Medonte Rail Trail which provides a connection between the City of Barrie and City of Orillia. Rather than paving cycling lanes on the County's ridge road, as part of the County's standard, working with the Township			✓							Note as an opportunity in Phase 1. Consider in Phase 3. Response provided by A. Spinosa.

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				to pave the Oro-Medonte Rail Trail would provide a safer and more effective long term solution. <i>The Trails Connecting Communities</i> program has been effective but does not provide a holistic program to link resources to achieve regional and local AT goals. More collaborative, longer term AT planning between the County and local Municipalities would strengthen this program and provide greater regional alignment and public benefit.											
				Rail Development *To allow for possible future rail development – regional and local planning policies should protect former rail corridors.		✓					✓				Include in Phase 1 report. Consider in Phase 3. Response provided by A. Spinosa.
				Highway 11 Special Policy Area *Another Oro-Medonte land use planning consideration relates to the forthcoming uploading of Line 7 to the County of Simcoe. The Oro Centre Secondary Plan (which forms part of the Township of Oro-Medonte Official Plan) includes a “Highway 11 Special Policy Area” designation around the intersection of Line 7 and Highway 11 intersection, intended to protect lands to accommodate potential future highway interchange improvements. The Township has been under pressure to reduce/eliminate the “Highway 11 Special Policy Area” designation, as there are no known interchange improvements contemplated by the MTO at this time. However, considering recent and potential future development activity in the Line 7/Highway 11/Airport area, it may be in the County’s and Township’s long-term planning interests to maintain and review the “Highway 11 Special Policy Area” designation.	✓						✓				Include in Phase 1 report. Consider in Phase 3. Response provided by A. Spinosa.
				LINX Service Expansion *With respect to Simcoe County LINX – routes should be reviewed to consider regional needs to provide a linkage to Lake Simcoe Regional Airport and employment zones on Line 7 and Hwy 11 Corridor. The TMP should also look for enabling policy to consider special LINX service for large scale special events to increase modal share and minimize traffic impacts/disruption on County roadways. Areas for potential consideration – Burl’s Creek Event Grounds, Horseshoe Resort, Mount St. Louis Moonstone, Hardwood Ski and Bike. This may also present opportunities for private/public partnership.		✓									Note as an opportunity in Phase 1. Response provided by A. Spinosa.

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L07	2021-04-19 Email	Town of Midland	Mitch Sobil Manager of Engineering msobil@midland.ca	<p>Town of Midland TMP</p> <p>The Town of Midland TMP was completed in 2019. Section 2.2 contains information on truck routes and transit. Town of Midland will provide further information if changes have been made to transit since the TMP was completed. Link to TMP: https://www.midland.ca/TMP</p> <p>Planned and Potential Trail Connections</p> <p>*The County has already undertaken the CR93 trail through town to connect Midland and Penetanguishene so from the Town's perspective we will continue to look to the County to identify any other County connection opportunities to neighbouring municipalities. It would be of interest to both the Town and the Township of Tiny if there is a possibility to have another trail connection made between the two municipalities along Balm Beach Rd for example. A connection like this would allow users to connect the Tiny Rail trail, the new trail on CR93 as well the Trans Canada trail that runs along the waterfront and into Tay Township. The Town already has a servicing project planned along Balm Beach Rd from CR93 to Wilson Rd (Town Boundary), this could allow for some collaboration, cost savings and an overall better active transportation network between the North Simcoe municipalities.</p>		✓		✓				✓			Consider in Phase 1.
L08	2021-05-12 Email	Town of Innisfil	Jessica Jenkins Capital Engineering Leader jjenkins@innisfil.ca	<p>Multi-Use Trail Along Innisfil Beach Road</p> <p>*Further to the comments previously provided by the Town of Innisfil, we would also like to request that a multi-use trail be added along Innisfil Beach Road from Yonge Street to County Road 27, as this is not identified currently in the County's TMP. We feel that this is an important link for active transportation not only through Innisfil but also a regional connection with neighbouring Essa Township and access to the Trans Canada Trail in Thornton at County Road 27.</p>			✓								Note as an opportunity in Phase 1. Response provided by A. Mori.
-	2021-04-09 MAC #1	Town of Penetanguishene	Andrea Betty Director of Planning and Community Development	<p>Road Network</p> <p>*Does the TMP study consider the downloading of County Roads to local municipalities or the downloading of Provincial roads to the County?</p>	✓										TMP to consider recommendations to road jurisdiction based on the multiple account evaluation framework.
-	2021-04-09	Township of Clearview	Dan Perreault	<p>Congestion on Regional Traffic Routes</p>	✓										Note as a need/issue in Phase 1.

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	MAC #1		Deputy Direction of Public Works	<p>*There are east-west inter-regional traffic concerns at the west side of Clearview. Years ago, the County downloaded CR 91 from Duntroon (CR 124) west to the County boundary at CR 95. Closure of the west end of CR 91 [to become a quarry road] is being considered, placing pressure onto Township to solve inter-regional transportation issues. The Township has been battling to reconstruct Clearview's 26-27 Sideroad to the north to a standard that can carry east-west traffic instead.</p> <p>Additionally, when CR 42 is closed in winter, County Road 91 serves as an even more critical regional traffic route, leading to more congestion.</p>											
				<p>Active Transportation</p> <p>*Opportunities to consider more active transportation options as part of the road network are welcome, such as the multi-use trail currently connecting Penetanguishene to Midland.</p>			✓								Note as an opportunity in Phase 1.
				<p>Idea for Change to LINX Route</p> <p>*Currently, LINX Route 2 operates through Brentwood, along CR 10 then Hwy 26, picking up limited passengers. By re-routing service east-west on CR 9 and north-south on County Road 42, there is potential to increase ridership in the communities of New Lowell and Creemore.</p>		✓									Note as an opportunity in Phase 1.
				<p>Clearview Transit and LINX Integration</p> <p>*Fare integration or a Metropass-type of fare payment would benefit riders that use both Clearview Transit and LINX. Also, Clearview's transit runs seven days per week while LINX doesn't, which can be confusing.</p>		✓									Consider including fare integration as a strategy in the TMP.
-	2021-04-09 MAC #1	Town of Collingwood	John Velick Manager of Engineering	<p>Need for By-Pass Around Collingwood</p> <p>*Poplar Sideroad (CR 32) is progressively becoming more congested, and has become an unofficial bypass to relieve traffic on Hwy 26. The road could be re-designated [as a bypass]. MTO completed a Needs and Justification study in 2015 that recommended a by-pass around Collingwood, a very expensive one but nevertheless needed as provincial traffic becomes pushed onto Town and County roads.</p>	✓										Note as a need/issue in Phase 1.

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				<p>Multi-Use Trails Along County Roads</p> <p>*There have been many requests from residents to have multi-use trails along County Roads. It is understood that roads and shoulders are County responsibility, while trails beside the road are the responsibility of the local municipality. Requests for extended trails along Poplar Sideroad are development-driven and would flow into a Development Charges study.</p>			✓								Note as an opportunity in Phase 1.
				<p>COVID-19 and Travel Patterns</p> <p>*How does the COVID-19 pandemic impact traffic data collection in terms of skewed mobility patterns?</p>								✓			<p>S. Johnson noted that travel demand modelling is based on data collected before COVID-19.</p> <p>Project team may contact local municipalities for data to fill in gaps, as required.</p>
			Peggy Salma Director of Public Works, Engineering and Environmental Services	<p>Transit Consolidation</p> <p>*Collingwood supports further discussion regarding a regional approach to transit.</p>		✓									Note as an opportunity in Phase 1.
-	2021-04-09 MAC #1	Township of Severn	Derek Burke Director of Public Works	<p>Severn TMP Launch</p> <p>*The Township is launching its own TMP study, and is currently on the market for a consultant.</p>								✓			
				<p>Division Road Upload</p> <p>*Division Road is identified as a recommended County Road. Division Road operates as a regional route, and the Town would like to see this upload to move forward.</p>	✓										Consider in Phase 3 Road Rationalization.
				<p>Goods Movement Map Correction</p> <p>*The map does not identify manufacturing industries in Severn, but there are three key aggregate locations that represent the source of the majority of goods in the Township.</p>				✓							Explore whether there is a ready-prepared GIS layer of quarry/ aggregate sites that could be added to the

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															current goods movement map.
				LINX Route and Employment Lands *With new employment lands in Orillia (Hydro One Regional Operations Centre), transit connections via the proposed LINX Route 6 is important.		✓									Note as an opportunity in Phase 1.
				TMP Consideration of Future Innovations *At what level does the TMP consider the future of new technologies, e.g. vehicle electrification infrastructure, self-driving vehicles?								✓			Provide high-level direction on the potential need to monitor and regulate new technologies as they evolve in the TMP Update study.
-	2021-04-09 MAC #1	Town of Innisfil	Leo DeLoyde Director of Growth	Future By-Pass in Cookstown Area *From a placemaking perspective, a future bypass in the Cookstown area has been on the Town's radar and we hope this will be a consideration in the TMP study.	✓										Consider as a need/issue in Phase 1.
				Consideration of Orbit Development Impact to Road Uploading *Any uploading of local municipal roads will need to consider connections to the future Orbit development and GO Transit station, as well as a future interchange at Hwy 400 at 6th Line. Consider the idea of 6th Line as a County Road – we need to link into future orbit development.	✓										Consider in Phase 3 Road Rationalization.
				Active Transportation *The Town of Innisfil supports active transportation initiatives, as these are a big part of quality of life.			✓								Note as an opportunity in Phase 1.
				Metrolinx *We note the absence of future Metrolinx lines and mobility hubs that are associated with them.		✓									Note in Phase 1.
				Barrie-Collingwood Railway *The Town considers the Barrie-Collingwood Railway to be very strategic and supports the ambitious economic development plans of Innisfil.		✓									Note in Phase 1.

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				HWY 400 Capacity/Detours *Does the TMP study assume that Hwy 400 capacity is fixed and planned for? There is a lot of traffic short-cutting through Innisfil, so there should be some advocacy with the Province to keep the capacity of Hwy 400 aligned with demand.	✓										Consider the use of County Roads as a bypass around Barrie or through local municipalities in the TMP Update study. Evaluate whether the Emergency Detour Routes accurately reflect where provincial highway traffic goes in the event of traffic incidents.
			Paul Pentikainen Senior Policy Planner	Transit Map Correction *The transit map does not identify the future GO Rail Station on 6th Line. This is important to represent because of the scale of growth envisioned (30,00-40,000 population), as the Orbit is a massive development. Connecting LINX to Innisfil is definitely important, as the GO Station is set to be built in the coming years.		✓									Acknowledge future GO stations in Phase 1.
			Jessica Jenkins Capital Engineering Leader	Innisfil TMP Update *The Town is updating their TMP this year.							✓				Consider in Phase 1.
-	2021-04-09 MAC #1	Township of Tay	Steve Farquharson General Manager of Protective and Development Services	Road Maintenance & Agricultural Traffic *Road maintenance standards for County Roads is important. The agricultural community has expressed concern regarding Old Fort Road and requested improvements including shoulders to transport agricultural equipment alongside motorists safely.	✓										Note as a need/issue in Phase 1.
-	2021-04-09 MAC #1	Township of Oro-Medonte	Shawn Binns Director of Operations and	Desire to Direct AT Off County Roads *The Township of Oro-Medonte supports active transportation initiatives and is interested in what opportunities exist for active transportation for regional travel			✓								Note as an opportunity in Phase 1.

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			Community Services	with County support, directing active transportation off of County Roads where possible. As an example, the rail trail runs parallel and south of Ridge Road and connects Barrie to Orillia. This would be a preferred active transportation route vs. CR 20 (Ridge Rd).											
-	2021-04-09 MAC #1	Township of Tiny	Tim Leach Director of Public Works	<p>Trail Map Correction</p> <p>*The Great Lakes Waterfront Trail is not identified on the active transportation map.</p> <p>Incorporating Tiny into Regional Transit</p> <p>*Tiny was not considered as part of the initial scope [geographic service area] of the County's regional transit service study. Currently there is only one stop en route to Midland/Penetang, at Wyebridge. Regional transit service is welcome in Tiny, and the Township is actively working with Penetanguishene, Midland and Beausoleil First nation on improving regional transit connectivity. This has also been part of our TMP study.</p>			✓								Correct in Phase 1.
-	2021-04-09 MAC #1	Town of Wasaga Beach	Kevin Lalonde Director of Public Works	<p>Active Transportation During Maintenance</p> <p>*A valuable consideration to include as part of the TMP study is to include active transportation infrastructure on County bridges during maintenance upgrades. An example includes the rehabilitation of Ackerman Bridge and potentially widening for active transportation.</p> <p>Potential for Transit Consolidation / Partnerships</p> <p>*There is ongoing dialogue regarding specialised transit services and potential opportunities for partnerships and leveraging resources across multiple service providers. Wasaga Beach is interested in opportunities in specialised transit partnerships.</p> <p>Is the potential consolidation of multiple independent service operators into one common provider part of the TMP study? There is ongoing dialogue regarding the merging of a smaller transit operators into a single South Georgian Bay transit authority.</p>			✓								Note as a need/issue in Phase 1.
-	2021-04-09 MAC #1	Town of New Tecumseth	Kamran Khurshid	<p>Truck Routes</p> <p>*Will this TMP consider dedicated truck routes?</p>				✓							Consider what truck route strategy works best for the County of Simcoe (e.g. permissive vs. restrictive)

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			Project Manager of Capital Engineering													truck routes, opportunity to encourage a consistent system) to include in TMP Update.
			David Hegarty Project Manager of Traffic and Transportation	Potential for Future Transit Service *LINX Route 5 from Alliston to Bradford West Gwillimbury does not serve Tottenham, and many residents request a transit connection. The Town is developing a transit implementation strategy, so there may be a new transit service within New Tecumseth.		✓										Consider as a need/issue in Phase 1.
L09	2021-12-07 Email	Town of Bradford West Gwillimbury	Geoff McKnight CAO	Hi gents – I’ve been reviewing your TMP Phase 1 report and didn’t see much commentary from BWG staff through your Municipal Advisory Committee. Rest assured that the lack of written input wasn’t due to lack of interest. As a considerable amount of inter-regional traffic currently funnels through BWG on county and local roads, we’re looking forward to the second phase of the TMP and its recommendations on transportation network improvements required to support growth over the coming decades. Through this next phase, we request that the following matters be evaluated: County Road 4 The CR4 widening project and it’s related improvements are welcome, as is the tie-in to MTO’s anticipated work on the Bradford By-pass/CR4 interchange. We request that this work proceed as expeditiously as possible. The extension of CR4 along the Bridge/Dissette corridor should be considered such that the full corridor to York Regional Road 1 falls under county jurisdiction. This corridor currently functions as an inter-regional route. County Road 27 The first phases of development in Bond Head are underway now with occupancies expected in mid-2022. The planned Bond Head By-pass for CR27 is intended to expedite through-traffic around the hamlet and allow for the remaining	✓											Consider as a need/issue in Phase 1

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				<p>section of CR27 to return to a traditional “main street” role within the hamlet, as envisioned in the Bond Head Secondary Plan (OPA 16 to the town’s official plan).</p> <p>While growth in inter-regional traffic will have a greater influence than Bond Head growth on justifying traffic warrants for the by-pass, the by-pass will present an overwhelming community benefit for Bond Head residents regardless of that traffic growth. As such, we request that the by-pass be constructed within the next few years to coincide with build-out of the community.</p> <p>You may recall that the Bond Head developers group has committed to conveying most if not all of the required ROW for the by-pass north and south of CR88. This should assist considerably with the cost of the project.</p> <p>We also request that intersection improvements and widening of CR27 through out BWG be planned for the near-term.</p> <p>County Road 53</p> <p>Consideration should be given to extending the county’s jurisdiction along Sideroad 5 between CR88 and CR14. The extension of CR53 would complete a grid of CR88, 27 and 14 as well as include the Hwy 400 interchanges at CR88 and 14.</p> <p>County Road 54</p> <p>Similarly, consideration should be given to extending the county’s jurisdiction along Sideroad 10 to CR88.</p> <p>Also, the town has been advised that ongoing route analysis for the Bradford By-pass is considering the addition of an interchange at Sideroad 10/CR54 in accordance with the town’s official plan. We expect to see that addition when the preferred solution is presented by MTO in the fall of 2022. Given that possibility, we encourage you to evaluate the impacts of the interchange on CR54 with a view towards the need for near-term intersection improvements and widening.</p> <p>County Road 88</p> <p>Although a CR88 by-pass of Bond Head is not currently planned, it should be evaluated through Phase 2. Diverting it north to connect with CR1 would seem to</p>										

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				<p>be a logical alignment. Otherwise, careful consideration will be required for the future role and design of the ROW through Bond Head, including an intersection improvement at CR27. It will be a challenge for the existing corridor to serve both inter-regional traffic and as a pedestrian-supportive main street through the core of the hamlet.</p> <p>Other Matters</p> <p>We encourage the county to continue its efforts in expanding Active Transportation opportunities within county ROW's, including the provision of sidewalks within and near settlement areas. We also encourage the ongoing cooperation, integration and expansion of the LINX and BWG transit systems.</p> <p>The town has recently initiated an update of our Transportation Master Plan. We look forward to working with your team to ensure that both of our efforts harmonize their network traffic assumptions and projections to the greatest extent possible.</p> <p>Thanks for considering the above. Please include myself, Peter Loukes and Katy Modaressi on any future communications regarding the county's TMP project.</p>											
Indigenous Communities															
I01	2021-04-14 Email	Huron-Wendat Nation	Lori-Jeanne Bolduc Planning Advisor Lori-jeanne.bolduc@cnhw.qc.ca	<p>Re: Request for Input</p> <p>*Thank you for the documents. We have no comments at this point. Please keep us updated about any new project or archaeological studies and fieldwork.</p>								✓			
I02	2021-04-06 Email	Métis Nation of Ontario	Vanessa Potvin Consultation Advisor Lands, Resources & Consultations Branch	<p>Re: Request for Input</p> <p>Vanessa requests honoraria for the input of committee members. Greg Marek responds, noting that the County will be unable to provide requested honoraria. Vanessa to reach out to the Métis Nation of Ontario consultation committee to see how they would like to proceed.</p>								✓		Potential for future meeting.	

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			VanessaP@meti snation.org												
I03	2021-04-05 Email	Mississaugas of the Credit First Nation	Fawn Sault Consultation Coordinator, Department of Consultation and Accommodation Fawn.sault@mn cfn.ca	Re: Request for Input *Your project is out of our territory. I have cc'd Tom Cowie from Hiawatha First Nation. The project is in the Williams Treaty Territory and Tom is one of the individuals you will need to consult with.								✓			A. Spinosa verified that T. Cowie was directly emailed as part of the Request for Input.
Adjacent Municipalities															
A01	2021-03-26 Email	Town of The Blue Mountains	Adam Fraser Transportation Master Plan Project Coordinator afraser@theblue mountains.ca	Town of The Blue Mountains TMP *We have hired Stantec for our TMP and are just getting the ball rolling with our needs assessment as well. Can we set up an informal meeting on Teams maybe next week to chat? It seems prudent that we take advantage of our project timing and coordinate our efforts where possible.								✓			Consider coordinating with Town of Blue Mountains regarding their current TMP development.
A02	2021-03-26 Email	Town of The Blue Mountains	Corrina Giles Town Clerk cgiles@theblue mountains.ca	Re: Request for Input *I acknowledge receipt of your email below and confirm I have forwarded the same to Council and Staff for their information and consideration.										✓	
A03	2021-04-09 Email	Town of The Blue Mountains	Krista Royal Deputy Clerk kroyal@theblue mountains.ca	Acknowledgement of Simcoe TMP *Please find attached the resolution passed by Council at the April 6, 2021 Council meeting. As per direction of Council, I have cc'd your correspondence to Operations Department and The Blue Mountains Transportation Advisory Committee for their information. [Attached: carried Council motion acknowledging that the County of Simcoe is initiating an update to its TMP]								✓			

ID	Date and Method	Agency	Contact	Correspondence/Information	Theme/Topic									Actions / Commitments / Notes		
					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	Other			
A04	2021-04-09 Email	Town of The Blue Mountains	Sarah Merrifield Executive Assistant Committees of Council smerrifield@thebluemountains.ca	Plans for Notice Review The Blue Mountains Transportation Committee will be reviewing the Simcoe County Transportation Master Plan Notice and Information Request at the April 15, 2021 meeting. [Attached: carried Council motion acknowledging that the County of Simcoe is initiating an update to its TMP, email from A. Mori notifying that the County of Simcoe is initiating an update to its TMP]											✓	
A05	2021-04-15 Email	District of Muskoka	Sydney Piatkowski Transportation Network Coordinator	Transit Routes Operated by Muskoka *The District of Muskoka has two routes that we have designed with the intention of connecting with Simcoe LINX so our residents can access Simcoe County. The Corridor 11 bus travels Highway 11 from Huntsville to Orillia 3x/day on weekdays. We connect with Simcoe LINX at Georgian College (I believe that is your Route 3). Here is the schedule for Corridor 11. We also launched a Rural and Community Connections service in January, which runs Thursdays from Midland through the western edge of the District of Muskoka to Bracebridge. We connect with Simcoe LINX at Huronia Mall in Midland. Here is the schedule for our Rural and Community Connection Service. More information can always be found on our website , but please let me know if you have further questions.		✓										Note in Phase 1.
-	2021-04-06 TAC #1	District of Muskoka	Sydney Piatkowski Transportation Network Coordinator	Transit Routes Operated by Muskoka *Note that Muskoka operates two transit routes that connect with Simcoe County LINX: Huntsville to Orillia, and Huntsville to Midland. Muskoka's priority is ensuring connections are timed well.		✓										Additional information provided via email on 2021-04-15.
-	2021-04-06 TAC #1	City of Orillia	Wesley Cyr Manager of Engineering and Transportation	New Transit Hub in Orillia *Orillia intends to build a transit terminal (serving LINX, Ontario Northland, etc.) with a vision of a new transportation hub closer to the downtown, and the City will eventually be requesting stakeholder input.		✓										D. Childs noted the soft launch in August 2021 of a new LINX Route from Orillia to Penetanguishene.
-	2021-04-06		Greg Pereira	Durham Region Cycling Plan			✓									Consider the Durham Region cycling plan

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	TAC #1	Durham Region	Manager of Transportation Planning	The Durham Region cycling plan update is to be released May 4, 2021 and may be of use to the TMP.											during TMP development.
			Chris Leitch Planning	Transit Connections *There are transit connections between County of Simcoe and Durham Region: there is a rural on-demand service with Durham Transit, available if you book it in advance.		✓									Note in Phase 1.
-	2021-04-06 TAC #1	Region of Peel	Sabbir Saiyed Manager of Transportation System Planning	Hwy 410 and Hwy 427 Extension *The Region of Peel is participating with MTO on a multi-modal transportation plan, and an important consideration is the possible extensions of Hwy 410 and Hwy 427. The Region maintains the position that any freeway or highway should end at highway and not on a regional road. The County of Simcoe TMP may be able to provide insight and recommendations into how the north-south and east-west arterial roads in the County of Simcoe can support movement to and from Peel Region.	✓										Consider in Phase 3 Road Rationalization.
				County of Simcoe Transit Target *There may be opportunities to strengthen GO rail and the bus network in the County of Simcoe. The Region has a target of 50% transit mode share.		✓									Consider as an opportunity in Phase 1.
				Grade Separation Report *Peel Region has a grade separation report that could provide insight to the TMP study.				✓							Request grade separation report from the Region of Peel.
				Considering Trucks in Land Use Planning *In an effort to limit truck impacts to residents, Peel Region is better integrating land use planning with transportation planning. For example, business parks combined with logistics services can be planned to stimulate economic development and make truck travel more efficient. Also, there are not enough truck parking opportunities.				✓							Consider in Phase 3 policies supporting Goods Movement.
-	2021-04-06 TAC #1	Grey County	Pat Hoy Director of Transportation	Potential Bypass with MTO *The eastern part of Grey County is a concern for politicians, along with a lack of capacity on Hwy 26. There may be an opportunity to consider a regional bypass together with MTO.	✓										Note as a need/issue in Phase 1.

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				Grey County Cycling and Trails Master Plan *Grey County recently completed a Cycling and Trails Master Plan, which will be forwarded to the project team.								✓			Request Cycling and Trails Master Plan from Grey County.
-	2021-04-06 TAC #1	City of Barrie	Brett Gratrix Transportation Planning Lead	Interchange Restructuring *MTO is in the process of structuring several interchanges. There needs to be coordination to manage and consider alternatives.	✓										Note in Phase 1 and consider in Phase 2.
			Jason Zimmerman Supervisor of Transit Operations and Infrastructure	Seasonal Traffic & Hwy 27 Bypass *Seasonal traffic and weekend traffic is a big concern for the City of Barrie, and congestion as a result of travel from Hwy 400 to Hwy 26 paralyzing transit service. Innisfil Beach Road is consistently used as a bypass around Barrie to access Hwy 27. Issues arise northbound on Fridays and in Summer, and southbound on Sundays or holiday Mondays. Specific transit schedules may need to be developed as a result of slower transit speeds due to increased congestion on these routes. Are there plans to better improve this bypass (e.g. signage, road alignment)? Is there any thought to navigate this influx?	✓										Note as a need/issue in Phase 1.
				Correction to Transit Map *The Barrie Transit route to CFB Borden is no longer in service – it was replaced by a LINX route 2 years ago.		✓									Correct in Phase 1.
				Improving Cross Boundary Transit Trips *There should be consideration for improving cross boundary transit trips from Barrie Transit to LINX. For example, taking transit from Collingwood to Orillia involves travel on LINX from Collingwood to Allandale Waterfront Station, and then Barrie Transit, then LINX again to continue to Orillia. This could involve extensive wait times if services are not aligned.		✓									Consider as an opportunity in Phase 1.
				New Transit Hub and Future Barrie Transit Updates *A new multi-modal transit hub at Allandale Waterfront Station is being built and will help streamline transit services. It will accommodate trains, intercity busses, transit routes in Barrie and a LINX. Coordinating and connecting LINX service here is an important consideration moving forward. Additionally, the entire Barrie Transit bus network will be updated to coincide with new transit hub, including plans for high-frequency service on main routes, lower-frequency for supporting routes, and on-demand for lower-ridership areas.		✓									Consider as an opportunity in Phase 1.

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Other Stakeholders														
K01	2021-05-05 Email	Blue Mountain Watershed Trust	Chris Mifflin, PEng MBA Mifflin Associates Blue Mountain Watershed Trust Volunteer Chris.mifflin@rogers.com	TMP Consideration of Watersheds *I volunteer with the Blue Mountain Watershed Trust and tasked with maintaining the status of the MTO Hwy26 Transportation Study Georgian Triangle Area (2015). Related to this of course is the TMP you are developing - as is I presume the SR 26 27 and CR91 fiasco. Can you assist me in knowing when the best time (presumably a public consultation) where I can recommend that the sale of CR91 and potential development of SR 26/27 should be a critical decision to the TMP. As well, how is the MTO Hwy26 Transportation Study Georgian Triangle Area (2015) being considered and incorporated?	✓						✓			Response provided by A. Spinosa. Note in Phase 1.
K02	2021-04-24 Email	Rescue Lake Simcoe Coalition	Claire Malcolmson Executive Director rescuelakesimcoecoalition@gmail.com	Survey Inquiry *Is the survey closed for the TMP's draft goals? I'd like to take it but I can't find it. I've registered for updates									✓	Response provided by project email address.
K03	2021-04-09 Email	Horseshoe Resort	Ben Rugman Director of Hospitality Operations benr@horseshoeresort.com	Including County Road 22 in Future LINX Route Interest in including Horseshoe Resort in a future LINX or LINX+ route to allow for increased employment opportunities, as car ownership would stop being a barrier to working at Horseshoe Resort. Comments were submitted at PIC#1. Desire to further discuss in the future if it is seen as a viable option for the TMP.		✓								Consider as an opportunity in Phase 1. Response provided by A. Spinosa.
K04	2021-04-16 Email	Toronto and Region Conservation Authority	Shirin Varzgani Planner Infrastructure Planning and Permits Development	Outline of TRCA Requirements Only the southern portion of the study is located within the TRCA jurisdiction, including the area between Hwy 9 and Adjala Sideroad 5 (south-north) and Adjala Tecumseh Townline and Mono-Adjala TLine (east-west). TRCA will review the Study for TRCA areas of interest within this boundary. <i>[Attached: Letter outlining TRCA's commenting roles, areas of interest, requirements for assessment of alternatives, and submission requirements]</i>						✓				Address TRCA's requirements during TMP study.

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			and Engineering Services Shirin.varzgani@trca.ca												
K05	2021-05-12 Email	Rescue Lake Simcoe Coalition	Claire Malcolmson Executive Director rescuelake@simcoecoalition@gmail.com	<p>Input on Draft Transportation Vision Statement and Goals</p> <p><i>*Vision: To provide a safe, efficient and adaptable multi-modal transportation system that supports vibrant, healthy and prosperous communities, and responds to the County's vast geography, growing permanent and seasonal populations, and expanding economy.</i></p> <p>There is nothing visionary about this transportation vision. Are vibrant or healthy defined? The vision should commit the County to reducing per capita transportation GHG emissions.</p> <p>DRAFT GOALS</p> <p>Connected Communities</p> <p><i>Provides efficient and safe travel between communities via the County road network.</i></p> <p>This sounds like “there will be roads that work, between communities.” This already exists. A 21st century goal would be to connect communities via a public transportation system that connects Simcoe County communities, with 15 minute service available to a very high percentage of residents.</p> <p>Efficient Goods Movement</p> <p><i>Supports the local economy by enabling efficient movement of goods and commercial vehicles.</i></p> <p>Concern that efficient is code for “build more highways”. We oppose building new highways before increasing public transit options for residents. We suggest that this be facilitated by focusing on NOT building more highways, but prioritizing road use for commercial vehicle use, and better transit for commuting and daily errands.</p> <p>Transit as a Viable Choice for Everyday Travel</p> <p><i>Enhances and supports transit as a competitive and effective mobility choice for all types of trips.</i></p>							✓			Consider in Phase 1 refinement of draft transportation Vision and Goals.	

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				<p>This is a good goal. It would be stronger if there were benchmarks, like 80% of residents have 15 minute bus service. Transportation must be considered in the context of built form. To facilitate 15 minute bus service 37 units per ha / 80 residents & jobs combined or more is needed. Today municipalities in Simcoe County, Barrie and Orillia have been guided by the Growth Plan to build 35 – 50 residents and jobs per hectare in greenfields. Building at this density eliminates the possibility of servicing those areas with transit that is economically viable.</p> <p>Safe and Connected Active Transportation <i>Enhances and expands walking, cycling and other active transportation facilities and infrastructure to connect and support healthy communities in the County.</i></p> <p>This too is a good goal. There are virtually no trails in Innisfil, for example, and increasing trespassing on private lands has resulted. This is a planning failure. Work on putting trails in publicly owned land and connecting neighbourhoods to recreation and community centres to support active and independent youth and adults.</p> <p>Responsible, Forward-Looking Stewardship <i>Represents responsible investment in infrastructure and operations, targeting high cost-benefit ratios while ensuring the County is prepared for the future.</i></p> <p>This goal would be stronger if stewardship were defined broadly. The County is adamantly supporting provincial highway construction of the Bradford Bypass which to date has no detailed design or cost. Further, residential densities of 35 – 50 ppl + jobs / hectare are expensive to service, for all municipal services including road maintenance, and are thus expensive for the taxpayer too. Building at these densities flies in the face of financial stewardship. It is difficult to believe that Simcoe County is committed to financial stewardship given these facts.</p> <p>Protected Natural Environment <i>Mitigates disruption of habitats, waterways, agricultural land, natural heritage and natural resources and minimizes long-term climate impacts.</i></p> <p>Ontario’s greenhouse gas emissions and future emissions trajectory are largely driven by residential densities and urban design, which in turn determine transportation mode choices and patterns. Residential development patterns lock in transportation patterns for decades if not lifetimes. Minimizing long term climate impacts starts today, with a serious attempt to reduce single occupant vehicle use,</p>										

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				<p>a plan to increase public transit uptake, and development planning that supports transit viability. Lake Simcoe’s health, for instance, is threatened by climate change impacts. Ignoring greenhouse gas emissions is paramount to neglecting the environment at this stage in human history. Until the transportation plan and County Official Plan recognize and reinforce the need to build higher densities to protect our environment and agricultural land, it does not protect the natural environment.</p> <p><i>The draft guiding principles are overarching value statements that act as building blocks for the development of the TMP. They build on the principles outlined in the 2014 TMP as well as through best practices in developing transportation master plans in Ontario.</i></p> <p><i>1. Establish an efficient and integrated multi-modal transportation network.</i></p> <p>Response above suffices.</p> <p><i>2. Support safe and reliable movement of people and goods.</i></p> <p>Reliable service should be aiming for a minimum 15 minute bus service, and prioritizing the building of transit supportive densities close to transit hubs. The existing road network should not be expanded, but used primarily to accommodate goods and transit. Residential building should follow and support these same principles.</p> <p><i>3. Plan for accessibility and equity in the transportation system.</i></p> <p>Equity in the transportation system means achieving a minimum 15 minute bus service, and prioritizing the building of transit supportive densities and true affordable housing close to transit hubs. A greater proportion of public dollars should be spent in every year on transit than on new roads. This in turn supports public health outcomes and environmental objectives that are part of the common good, as opposed to prioritizing building new road networks for new developments, which benefit the few.</p> <p><i>4. Integrate transportation and land use planning.</i></p> <p>Most of the comments made here highlight the critical relationships between residential development densities and the feasibility and affordability of public transit.</p> <p><i>5. Develop plans and policies with meaningful stakeholder and public engagement.</i></p>										

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				<p>While this is difficult to do in a pandemic, there are more opportunities to inform and listen to residents than the TMP consultation process outlines. The absence of visible integration of land use planning and transportation planning is one example of consultation falling flat by not being able to present examples of what is meant by, for example, “Integrate transportation and land use planning.” But the consultation would yield better results if the context and options were presented.</p> <p>It may be premature to do so now, but when it comes to the public consultation, the County should apply a climate change, environment, cost, and social equity lens to the options they present to the public. The outcomes and impacts of each option should be presented using these categories.</p> <p><i>6. Protect transportation corridors to accommodate future needs.</i></p> <p>We are curious what “future needs” are. As mentioned above, the areas around transit hubs should prioritize affordable housing. Future needs cannot be determined in advance of the land use planning exercise unless the County has assumed a density pattern in advance of public consultation (which would be the opposite of consultation).</p> <p><i>7. Optimize fiscal spending through responsible stewardship.</i></p> <p>Stop building more highways and roads; build transit supportive densities, and the fiscal responsibility will follow.</p> <p><i>8. Support strategies to safeguard the environment, reduce GHG emissions and be resilient to the impacts of climate change.</i></p> <p>As mentioned earlier, low density residential building will increase GHG emissions. This is a failure to safeguard the environment. Simcoe County residents drive a lot, with 77% of all weekday trips being done by car. A 2008 report based on the Census repeats what progressive planners have been promoting for decades – that residential density is important. “For example, over 80% of residents of neighbourhoods comprising exclusively or almost exclusively suburban-type housing made at least one trip by car (as the driver) during the day. By comparison, less than half of people living in very high-density neighbourhoods did so,” Statistics Canada, 2008. https://www150.statcan.gc.ca/n1/pub/11-008-x/2008001/article/10503-eng.htm#3</p> <p>We fail to understand why in a climate emergency, Simcoe County STILL supports building new highways, instead of seriously investing in transit. Simcoe County’s rationale for supporting the Bradford Bypass over the Holland Marsh (a provincially</p>										

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				<p>significant wetland for a reason) is that it is needed to move goods, and to accommodate commuter patterns and the increase in residential growth in the area.</p> <p>First of all, there is already a massive highway running through the Holland Marsh, the 400, so the “farmers need access to highways” argument is ridiculous. Second, the reason that it takes a long time to get from Barrie to Keswick is that there is a lake in the way. This should come as no surprise to people who live in Barrie and take a job in Keswick. But if Simcoe County and York Region are supportive of people working far from home (the opposite of the direction of the Growth Plan, which prioritizes building complete communities over new commuter highways), which the Bradford Bypass argument seems to rely on, and this transportation route is so critical, there should first be busses running every 15 minutes from Barrie through Innisfil, to Bradford, Newmarket, Keswick and Sutton. If this is such a pressing need, we do wonder why no such connection has been made already.</p> <p>There is no publicly available information that would support the MTO’s claims about how many minutes shorter people’s commutes will be should the Bradford Bypass be built. We do know that the developers who own land adjacent to the Bypass are going to reap huge profits if it is built. That seems to be all that matters when it comes to land use planning in Ontario right now.</p>										

Stakeholder Input – Round 2 Engagement

The following table summarizes feedback received from stakeholders during Phases II and III of the TMP Update. All comments received and resulting actions/commitments are detailed in this table.

Correspondence/Information is preceded by an asterisk (*) when included verbatim; otherwise the comment is summarized. Selected responses by project team members are included in italics.

ID	Date and Method	Agency	Contact	Correspondence/Information	Theme/Topic								Actions / Commitments / Notes
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Province of Ontario													
-	April 1, 2022 TAC 2 Meeting	MTO	Peter Dorton Senior Project Manager	Regarding Highway 11 in Oro-Medonte, was this based on any analysis of the interchange and what conversations have been had with the Township. It may be worth having a detailed conversation with the Township, coordinating with a potential secondary plan for that area. Could MTO anticipate receiving something more specific for that area? <i>Scott Johnston (IBI Group): The County has taken over 7th Line to airport, and it is suitable for upgrades. The TMP looked at the connection between Highway 11 and the airport. The team does not have more information, except a brief planning level review noting that the interchange does not meet current MTO standards, and given County support for airport, there could be a future need to examine this connection.</i>	✓								Phase II report to recommends an interchange study at County Road 127 and Hwy 11.
001	April 25 th , 2022 Email	Metrolinx	Iris Chan Transportation Planner	*My apologies for the delay in providing our comments to you following the March 30, 2022 Transit TAC Meeting. Metrolinx wants to underscore the importance of providing high-quality active transportation connections and options to GO rail stations. We encourage the Simcoe County TMP to identify GO rail stations as key destination points in the priority cycling network and prioritize on-road and off-road connection to support station access. As the availability of land is constrained, there is only so much parking that can be built for GO station access. Active transportation connections benefit the community as a whole and ensure that riders have other modes of access to stations. Our Stations Planning team has provided the attached information for consideration as Simcoe County develops the Draft TMP report. If you would like to discuss this further or have any questions, we can help make a connection with our Stations Planning team.			✓						TMP will identify GO Rail stations as key destination points in the priority cycling network.

			<p>Activation Transportation and GO Stations in Simcoe County</p> <p>Metrolinx’s Stations Planning team has been very involved recently with works related to potential on-site improvements to Bradford GO Station through the 2041 Station Access Plan Update (SAPU), a Functional Site Plan (FSP) for the station, and through conversations with the Town of Bradford West Gwillimbury (BWG) whilst they work on their own Transportation Master Plan and Official Plan update.</p> <p>Similarly, Stations Planning has also been involved in developing on-site active transportation infrastructure requirements for the proposed Innisfil GO Station also outlined in the SAPU. In addition, Metrolinx has been in talks with the station developer, Cortel, to ensure active connections are included in the upcoming Design submission.</p> <p>Realizing the off-site active transportation connections needs below will require close coordination between Metrolinx, Simcoe County, and the Towns of Innisfil and Bradford West Gwillimbury.</p> <p>Innisfil GO (Proposed):</p> <ul style="list-style-type: none"> - On-site active transportation infrastructure requirements necessary to hit ridership targets set out in the 2041 SAPU (1,650 daily total boardings and alightings): east and west pedestrian pathways (site plan TBD as Cortel currently negotiating with Metrolinx and the Town of Innisfil), pedestrian plaza (site plan TBD), east and west multi-use paths (site plan TBD), and 32 covered bike parking spaces (16 east of the rail corridor, 16 west). - 8% of total access mode share at the station is expected to arrive by way of active transportation (walking, cycling) in 2041 (per SAPU). This may increase depending on the development in the immediate vicinity of the station site (Cortel’s Oracle development plans still in the works). - Under off-site requirements recommended in the SAPU, Metrolinx would like to encourage the Town of Innisfil to incorporate a permeable local street network with sidewalks that connect to the station for any future development on both sides of the GO rail corridor. - In addition, Metrolinx would also like to work with the Town of Innisfil to align the implementation of planned cycling infrastructure along the eastern length of the rail corridor and along 7th Line, with the development of the GO station and surrounding residential areas. This would ensure that existing development is connected to the station when rail service is initiated and new development is built with cycling connections to the GO station in mind. 										
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				<p>Bradford GO (Existing):</p> <ul style="list-style-type: none"> - On-site active transportation infrastructure requirements necessary to hit ridership targets set out in the 2041 SAPU (3,300 daily total boardings and alightings): additional pedestrian pathways and a multi-use path west of the rail corridor; 32 additional covered bike parking spaces (48 total) west of the rail corridor to allow convenient access for cyclists traveling along the proposed cycling connection on the northern edge of the station site. - 18% of total access mode share expected to arrive by way of active transportation (walking, cycling) in 2041 (per SAPU). This may increase depending on the amount of development in the immediate vicinity of the station site and/or the increase in service once Bradford GO becomes the terminus for two-way, all-day service by 2030. - The SAPU also recommends reconfiguring the parking areas to create a designated pedestrian pathway from the intersection of Holland St and Dissette St., through the station site towards the platform to reduce conflict between AT access and private vehicle access. This was one of the main priorities of the Bradford GO FSP. - As part of the planned signalization of the north station entrance from Dissette St., Metrolinx recommends developing a boulevard separated pedestrian and cycling path along the north edge of the station site and along the corridor to connect to the GO station platform. This would also connect the station to the proposed development west of the north station entrance. - Metrolinx has also discussed with the Town of BWG about the potential to explore the feasibility of a pedestrian/cycling connection between Scanlon Ave. and the north station entrance. This would substantially reduce travel times for pedestrian and cyclists originating from the west. - Metrolinx also encourages the Town to incorporate cycling infrastructure from the station's signalized north entrance going south along Dissette St. and Marshview Blvd. This would allow for a more direct connect for pedestrians and cyclists who live south-west of the station. 										
L09	April 29, 2022	MTO	Peter Dorton	*TAC Deck - Slide 12: Vision and Goals Recap; and Phase 1 Report, Section 4.1,4.2, 6.1 and 6.2: Despite the TMP's "Vision" described on slide 12, the Phase I study, on which the briefing deck and proposed actions are based, did not appear to have				✓						Email response provided by project team.

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	Email		Senior Project Manager	gathered sufficient data to provide a complete picture for analysis of the commercial connectivity needs between goods delivery needs and its “growing population, businesses and community”.											
				*TAC Deck - Slide 15,19, 20 and 22: The planned improvements are presented in three separate groups: Road, Transit and Active Transportation but there is no hierarchy described in the deck on which modes would be prioritized. Further, a more holistic view of integration amongst different modes is missing – this view can serve the travel needs as well as achieving other goals such as sustainability and lessening emissions.									✓		
				*TAC Deck, Slide 15: Road Network Road Widening: Consider road widening policies only to accommodate transit and active transportation modes to make these alternatives faster, safer and more reliable. This could lead to mode shift away from driving, thus reducing need for further road widenings.	✓										Noted for consideration.
				*Improve Safety: <ul style="list-style-type: none"> To ensure safety for all road users, consider how lighting and illumination may improve safety outcomes or sense of security for pedestrians and cyclists and potentially, the utilization of active transportation networks. 					✓						Lighting is not part of the TMP scope, and County should follow best practice guidance. County has a rural intersection illumination policy.
				*Other Items <ul style="list-style-type: none"> MTO suggests including an additional point regarding the Strategic Goods Network: "Plan for and manage the movement of freight on the key corridors and at facilities identified on the Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe's Strategic Goods Movement Network (SGMN) for all modes, working in partnership with those who own, maintain and use the network, so that the region is economically competitive. " [Section 4.4, GGH Transportation Plan] Further, the TMP's Road Network Map should be accordingly updated to include the SGMN routes and facilities.				✓							TMP will reference the SGMN network.

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					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	Other			
				*TAC Deck, Slide 16/17: Draft Road Network Map: Please note that the “County Supported Provincial Road Projects” shown are not included in the Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe 2051 Vision for Mobility.	✓											Phase II report to be updated with this disclaimer.
				<p>*TAC Deck - Slide 19: Transit Draft Short-Term Actions Within 5 Years</p> <p>Connectivity and Coordination</p> <ul style="list-style-type: none"> With respect to a weekend and late-night service trial, the County should consider expanding the focus beyond post-secondary and shift-work demand as there are transit users whose travel patterns are more diverse (e.g., they work irregular hours, are more likely to trip-chain, or engage in multi-purpose and multi-stop trips along their journey). The County may also consider the relative impact of student and senior fare subsidization as part of reviewing the regional transit fare policy. <p>Accessibility</p> <ul style="list-style-type: none"> As part of engaging with riders to determine improvements for specialized transit/accessibility, the County should ensure an intersectional lens is applied by examining how interconnected characteristics shape lived experiences. Simcoe could also examine whether equity-deserving groups are currently more likely to be exposed to transport-related air/noise pollution and if so, how this can be mitigated in the future. <p>Governance, Funding and Operating Models</p> <ul style="list-style-type: none"> The County could be more specific with this action. Instead, the action can align with the recently released GGH Transportation Plan, which aims to achieve a robust interconnected regional bus network " Consider investigating use of On-Demand and Microtransit (ODMT) to support these routes and markets <p>Pease note, MTO is developing a Transit Technology Toolkit and supporting work on an On Demand Transit Guide that may assist Simcoe with transit-related actions on technology and fare integration.</p>		✓										Feedback to be incorporated as notes / directions in the TMP.
				*TAC Deck - Slide 20: Transit Draft Long-Term Actions		✓										County is investigating electric buses, however current routes and facilities
				Sustainable Infrastructure and Vehicles												

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				<ul style="list-style-type: none"> Transition to zero-emissions buses within the “Draft Long-Term Actions Beyond 5 Years” may need a second look to identify whether there are shorter term opportunities. Governance, Funding and Operating Models Actions: <ul style="list-style-type: none"> MTO recommends that the action related to the implementation of a five-year transit plan be modified to urge coordination with the GGH Transportation Plan. This will ensure associated actions taken equally support the development of a broader regional system that provides seamless connections across the region and makes travel by transit more convenient and accessible. 										have challenges to implement, therefore the 5-year timing is valid. <i>GGH Actions to Improve Transit Connectivity</i> will be referenced as there are important directions that could potentially affect the County.
				*TAC Deck - Slide 21 and 22: Active Transportation: Consider the needs of other active and micro-mobility modes (scooters, cargo bikes, etc.) as well as curb space impacts from increases in deliveries, ride hailing, ODMT, and automated vehicles.			✓							These items can be noted, but are considered part of the walking and cycling network for TMP purposes. Curb space impacts are generally limited on County Roads. The TMP recommends monitoring automated vehicles and following direction of Province.
				*TAC Deck - Slide 22: Active Transportation <ul style="list-style-type: none"> We recommend prioritizing the completion of active transportation network sections in Settlement Areas first because trip distances are relatively short in these areas which should mean higher user uptake than in rural areas where trips tend to be longer. A focus on frequent, short utilitarian trips (e.g., to work or school) in Settlement Areas will be much more effective at shifting trips away from 			✓							Noted for consideration – priority cycling network focuses on inter-community / regional connections. County-wide network is intended to offer

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				<p>driving, reducing traffic volumes and demand for costly road widenings than a focus on occasional, longer recreational trips in rural areas.</p> <p>It is recommended that an action promoting connections with local segments of the Province-Wide Cycling Network is included, to encourage cycling on a regional scale, including cross-jurisdictional trips.</p>											connections to settlements plus longer-distance recreational use. Provincial cycling network was considered in the development of the network and will be noted in the TMP.
				<p>*TAC Deck - Slide 24: Draft AT Network</p> <ul style="list-style-type: none"> “Ultimate Cycling Network” should also feature routes identified within the Province-Wide Cycling Network, including the following segments not shown within the presented map: <ul style="list-style-type: none"> Proposed on-road facility along Cambrian Rd from Uthoff Trail (Trans-Canada Trail) to Boyd Rd, then to Canal Rd then to Brady Drive then to Highway 52 then to the Severn River <p>Proposed on-road facility on South Sparrow Lake Rd then to Peninsula Point Rd then to the Severn River</p>			✓								Map to be updated with province-wide cycling network including these connections.
				<p>*TAC Deck - Slide 25: Supporting Strategies</p> <p>Travel Demand Management</p> <ul style="list-style-type: none"> Prior to integrating Travel Demand Management (TDM) into development planning, the County should consider its implications for equity-deserving groups (i.e., distribution of costs and benefits, responsiveness to travel patterns/ mobility needs, safety impacts). The implications of ridesharing on public transit ridership and the trade-offs between the two should also be considered. <p>Air Travel</p> <ul style="list-style-type: none"> For the Air Travel strategy, Simcoe should consider examining the potential impacts and opportunities of drones and other advanced aerial mobility technologies 									✓	Noted for inclusion / consideration in TMP.	

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				<p>Carpool Lots</p> <ul style="list-style-type: none"> Where Simcoe is developing new carpool lots, as part of the design consider including (or making the site ready for future) electric vehicle charging infrastructure 											
				<p>*TAC Deck - Slide 26: Supporting Strategies</p> <p>Commercial Vehicle Strategies</p> <ul style="list-style-type: none"> This point should be modified into two separate items which encourage the application of a balanced freight planning approach, which manages the needs of freight and other forms of mobility as follows: <ul style="list-style-type: none"> “Plan for and manage the movement of freight on the key routes and corridors identified in the GGH Transportation Plan’s Strategic Goods Movement Network (SGMN)” [Section 4.4 of the GGH Transportation Plan]. “Apply guidance from Ontario’s Freight-Supportive-Guidelines, to balance the needs of both freight movement and passenger transportation on shared mobility corridors” [4.4 of the GGH Transportation Plan] <p>Freight Rail Strategies</p> <ul style="list-style-type: none"> MTO suggests that this principle be modified to also acknowledge the role of coordinating with relevant stakeholders which own rail infrastructure and are involved with ongoing construction work (i.e. Metrolinx): <ul style="list-style-type: none"> “Continue to coordinate with relevant stakeholders and apply TAC guidance within the planning and implementation of rail grade separation projects”[Section 4.4 of the GGH Transportation Plan]. <p>Other Items</p> <p>Please note, an updated version of Ontario Traffic Manual, Book 18 – Cycling Facilities, released in 2021 with guidance on planning, design, and operations to support cycling.</p>			✓	✓							Noted for inclusion / consideration in TMP.
				<p>*Slide Deck - Slide 16/17:</p> <ul style="list-style-type: none"> MTO is undertaking various interchange improvement projects in Barrie. We assume that projects within Barrie limits are not intended to be shown but are 	✓										

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				these improvements being considered in the model? If not, could they have an impact? <ul style="list-style-type: none"> MTO is currently planning for improvements to the Hwy 11/CR 93 interchange (in preliminary design and EA phase now). MTO also has a project in detail design for the Hwy 400 / CR 88 interchange. Hwy 400 and 6th Line interchange is now shown on the MTO program (https://www.ontario.ca/page/ontarios-highway-programs) and could be added to the list of provincial projects. Question – what are the modelling assumptions used for the County Supported Provincial Road Projects? These projects are pre-EA, and as noted, there is no timeline or funding.										
County of Simcoe														
-	April 1, 2022 TAC 2 Meeting	County of Simcoe	Nathan Westendorp Director of Planning	Regarding the hydro corridor, Hydro One was looking at increasing access for maintenance purposes so discussions occurred to see if the access route could be a multi-use trail. Even at the time, it was a very long-term concept. It would be great if it could happen, but lots of things to come into play before, but it is worth keeping on the map.			✓							TMP to identify corridor as long-term AT facility.
-	April 1, 2022 TAC 2 Meeting	County of Simcoe	Graeme Davis Forester	Note, motorized groups have been pursuing hydro corridor access as well. Considerations may be noted for ATV community, although this is beyond the scope of the project. <i>Scott Johnston (IBI Group): The TMP can acknowledge the use of trails by ATVs, snowmobiles or other vehicles. There is a disjointed management of trails when it comes to permissions for ATVs, particularly in the winter. The TMP is identifying these routes as being designated for cycling primarily, which could mean ATVs are restricted during summer months. Further discussions will be required.</i>			✓							TMP to acknowledge other uses, but focus is on providing solutions for transportation cycling.
Local Municipalities														
-	March 23, 2022 MAC 2A	Town of Bradford West Gwillimbury	Joe Coleman Senior Engineering Technologist	Is there consideration for future Emergency Detour Routes (EDR) as part of the Bradford Bypass? <i>Scott Johnston (IBI Group): The Team has met with MTO who advised there are no plans to update EDRs in Simcoe County.</i> <i>Christian Meile (County of Simcoe): Traffic is currently using the existing road network, but the use of County / local roads in incidents on the EDR is a useful consideration for the TMP.</i>	✓									TMP to note that traffic spills onto other roads in addition to EDR during highway incidents.

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-	March 23, 2022 MAC 2A	Town of Innisfil	Ray Bacquie R.J Burnside Consultant for Town of Innisfil	The eastern limit of the upload of 6th Line is 20th Sideroad, however, the Orbit Development and related traffic will be centred east of here at the rail corridor. Was the upload of 6th Line east of 20th Sideroad considered? <i>Christian Meile (County of Simcoe): The eastern limit of the upload of 6th Line is approximate, as development plans for Orbit are in progress. There will be a certain amount of local traffic which will serve a local function, and the County would assume control over the segment of the road where an arterial function is defined. Revisions to this limit can be considered in the future when we are able to discern this distinction would be. A note about this can be included in the Phase II Report.</i>	✓										Note in Phase II report that the eastern limit is subject to later review based on traffic and function.		
				Ray Bacquie: How does the road widening of CR 21 at the eastern limit of 20 th Sideroad coincide with the grade separation of the rail corridor? <i>Christian Meile (County of Simcoe): The County has been involved in discussions with Metrolinx, and the location is not planned for grade separation.</i>	✓												
				It would be great if there was consideration given to a connection that utilizes the Highway 400 underpass to continue the Trans Canada Trail east into Innisfil, with connections to CR 21.			✓										Noted for consideration.
-	March 23, 2022 MAC 2A	Town of Bradford West Gwillimbury	Katy Modaresi Manager of Capital Projects	Is there timing attached to the uploads of 5th Line and 10 Sideroad? The upload of 10 Sideroad is preferred to occur beyond 2041, since the Town is underway in making significant investments to the road. 10 Sideroad will remain 2 lanes and include roundabouts and modification to the slope. <i>Scott Johnston (IBI Group): Timing and prioritization will be confirmed further into the study and will be based on the scoring of projects conducted as part of Phase II of the TMP study. It is a long-term (2051) plan for full implementation of the recommendations of the TMP.</i>	✓												
				What is the vision for transit aside from the recommendations noted? Is a specific version of transit model being recommended, or a broad brush strategy that recommends collaboration between municipality to create a data driven partnership? <i>Scott Johnston (IBI Group): A single operator model is being recommended. This follows models of amalgamation from other municipalities (e.g. Durham Region, Niagara Region).</i>		✓											
				Bradford West Gwillimbury also requests the County share the land-use assumptions, as the Town prepares its own model.											✓	Project team to send land use assumptions.	

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-	March 30, 2022 Transit Meeting	Town of Bradford West Gwillimbury	Katy Modaresse Manager of Capital Projects	<p>Not concerned about coordination, not alluding to coordination. How is prioritization going to take place? How is this going to be coordinated at a regional level? Concern about local issues being dealt with at the local level. Simcoe is very different than Niagara or Durham.</p> <p><i>Scott Johnston (IBI Group): The big advantage is that there is integrated service, better customer experience. But we understand that local needs are important. Will take as comment.</i></p>		✓									Service needs of smaller municipalities to be noted.
				<p>Are you considering a hybrid model? Regional routes vs. local routes. Demands change frequently with seasons, etc. Are doors closing?</p> <p><i>David Forsey (IBI Group): At the TMP level, we don't want to be too prescriptive in next steps.</i></p>		✓									Include in discussion of next steps of transit integration processes.
-	March 23, 2022 MAC 2A	Town of Innisfil	Gordon Hui Consultant	<p>Could the land-use assumptions be shared, broken down at the zonal level? As the Town prepares its upcoming TMP, this would help advance our understanding of assumptions.</p> <p><i>Scott Johnston (IBI Group): Zonal allocation was developed internally for the TMP, and discrepancies are expected. A planned recommendation for the TMP is for the County to undertake a more comprehensive model update when allocations are better defined. The study team will be in contact if sharing the land-use assumptions is a possibility.</i></p>									✓	Project team to send land use assumptions.	
				<p>The highway 89 east-west connecting link improvement is an important project for the Town of Innisfil, have discussions with MTO occurred?</p> <p><i>Scott Johnston (IBI Group): MTO was not able to provide information about this project, as it is included in the recently published Transportation Plan for the Greater Golden Horseshoe (2022). The TMP however will support and advocate for this corridor and recognize the need.</i></p>	✓										
				<p>In the short-term, is there any plans for LINX route extension through Innisfil?</p> <p><i>Dennis Childs (County of Simcoe): Additional routes are being considered. Once the TMP is complete, some proposals may be put forward.</i></p>	✓										
				<p>Depending on road transfer timing, note that there is a multi-use trail planned along 6th Line.</p>			✓							Noted for inclusion in TMP.	
-	March 23, 2022	Town of Innisfil	Carolina Cautillo	<p>It is very appreciated that the draft road network includes the Highway 89 east-west connecting link improvement, as well as a future Hwy 400 interchange at 6th Line.</p>	✓										

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	MAC 2A		Project Manager, Roads, Traffic, & Transportation	The most recent documentation from Metrolinx indicates the rail corridor at CR 21 and 20 th Sideroad currently meets the conditions for grade separation, but they are not considering it. The Town of Innisfil has defended the need for a grade separated crossing. <i>Christian Meile (County of Simcoe): The TMP can include language noting the Town's position of the need for a grade separated crossing.</i>	✓										Noted for inclusion in TMP.
-	March 23, 2022 MAC 2A	New Tecumseth	David Hegarty	What is the rationale for the widening of CR 10 between Industrial Parkway and 12 th Line? <i>Scott Johnston (IBI Group): The 2014 TMP Update recommended a widening along the entire corridor, but model results for the current TMP indicate this is not necessary. Widening CR 10 between Industrial Parkway and 12th Line is responsive to growth expected in the southern part of Alliston, but the extent of this widening is development driven. This will be noted in the Phase II Report and TMP.</i>	✓										Noted for inclusion in Phase II report and TMP.
-	March 23, 2022 MAC 2A	Town of Innisfil	Paul Pentikainen Senior Policy Planner	Note that Innisfil is seeing the benefits of the Uber partnership that has provided on-demand service and suits the context of the Town. Will the future transit system provide fixed route service only, or consider an on-demand system as well? <i>Dennis Childs (County of Simcoe): A regional transit model would consider best practices and lessons learned from local municipal partners. It will be advantageous to leverage the successes from Innisfil and Bradford West Gwillimbury. The goal would be to develop a user friendly, customer-based system, but we are currently at the early stages and open to input.</i>		✓									Noted for consideration.
-	March 23, 2022 MAC 2A	Town of Innisfil	Meredith Goodwin Capital Project Manager	Will stop location recommendations from the Town be considered in the TMP? A single operator model is good news for the Town and takes some pressure off our transit component as part of the Innisfil TMP currently underway. <i>Scott Johnston (IBI Group): The TMP is intended to provide high-level and strategic direction for transit and does not consider routing or specific stop locations. However, expanding service over time is a recommendation of the TMP.</i>		✓									
-	March 30, 2022 Transit Meeting	Town of Innisfil	Tim Cane Director of Growth	Can't have a regional transit discussion without the two biggest providers in the room. Innisfil has tried to integrate with Barrie as much as possible and this should be considered going forward.		✓									TMP to note that Barrie and GO Transit will be considered in future studies with respect to single operator model, and that access to GO

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															Transit will be key to future transit service.
-	March 24, 2022 MAC 2B	Township of Clearview	Dan Perreault Deputy Director of Public Works	<p>The study recommended for northwest Simcoe in partnership with the MTO is good, and it may help with opposition to the closure of CR 91 west of CR 124. Has this been joint study been presented to the MTO?</p> <p><i>Scott Johnston (IBI Group): MTO was unable to comment on projects not included in the recently published Transportation Plan for the Greater Golden Horseshoe (2022). The TMP recommends a more detailed study be undertaken with support from the Province to determine the best solution for the region. MTO is still to be met with in this second round of consultation.</i></p> <p><i>Anna Mori (IBI Group): Improvements to CR 32 as well as Nottawasaga 27/28 Sideroad would be dependant on the findings of the recommended study.</i></p> <p><i>Christian Meile (County of Simcoe): There is language in the GGH Plan that indicates improvements are needed.</i></p>	✓										
				<p>Were other municipal roads considered for potential upload besides the ones recommended? Centre Line Road (which runs parallel to CR 42) and Concession 10 North (which runs parallel to CR 124) are local roadways that have become very busy.</p> <p><i>Scott Johnston (IBI Group): The team can review requests to consider other roads if data can be provided. A road rationalization framework was used to assess potential roads for transfer, and roads must meet multiple criteria to be met. Nottawasaga 27/28 Sideroad may not make sense as a candidate for upload, and another alignment that is more suitable to accommodate existing growth may be considered.</i></p> <p><i>Anna Mori (IBI Group): The 2008 and 2014 TMPs recommended the transfer of Nottawasaga 27/28 Sideroad. However, the corridor is a gravel road and runs parallel to an existing County road. Perhaps Sideroad 33/34 could be considered.</i></p>	✓										
				<p>The Township struggles with cyclists on Concession 10, as well as on Fairgrounds Road. Designating a roadway as a cycling route should be considered.</p> <p><i>Scott Johnston (IBI Group): These roads could be identified as bike routes but are not County Roads.</i></p>			✓								Concession 10 not part of priority network or ultimate AT plan.

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-	March 28, 2022 AT Meeting	Town of Clearview	Dan Perreault Deputy Director of Public Works	There is a concern about using 6 th Concession as a route due to significant structures (i.e. bridges, large culverts) south of CR 91 which will be expensive to upgrade. Consider just formalizing the route with signage or shifting the route to Fairgrounds Road.			✓								No action - AT plan includes Concession 6 as part of AT network.
-	March 30, 2022 Transit Meeting	Town of Clearview	Dan Perreault Deputy Director of Public Works	When County transit started, Essa was looking to bring transit to Angus. At the time, single governance model wasn't an option. Has the County's position on this changed? Are we talking about consolidating into one operator? Great for a smaller municipality, but it may snowball into something wild if there aren't reins put on it. Providing transit routes to smaller communities has been a challenge. <i>Scott Johnston (IBI Group): Yes. There are big questions that go along with this. On-demand, existing contracts. Many details to work out. We're just at the recommendation stage.</i>		✓									
-	March 24, 2022 MAC 2B	Township of Clearview	Mike Rawn Director of Public Works	The number of houses on Sideroad 33/34 would be a concern for upload.	✓										
-	March 24, 2022 MAC 2B	Township of Adjala-Tosorontio	Steve Kimberley Technician Supervisor of Engineering and Asset Management	There are no road network changes recommended for Adjala-Tosorontio, however, traffic flow impediments caused by CFB Borden should be considered. Route planning apps also send traffic west along CR 21, and then south along 15 Sideroad to Concession Road 3. Concession Road 3 north of CR 12 has a lot of congestion, since there are no County roads north of CR 12. Additionally, there is also a lot of traffic from the Honda plant to consider. The Township will share traffic data, as required.	✓										
-	March 24, 2022 MAC 2B	Township of Essa	Josh Mueller Planner	Have electric charging stations been considered at carpool lots. <i>Scott Johnston (IBI Group): There is a TMP strategy that focuses on new technologies and charging stations. The TMP can consider a recommendation for electric chargers at carpool lot locations.</i>									✓	TMP to include statement of general support for vehicle electrification and provision of charging stations subject to location study and funding.	
-	March 24, 2022 MAC 2C	Township of Oro-Medonte	Justin Metras Manager of Infrastructure	What is the timing of road uploads to the County? <i>Scott Johnston (IBI Group): Timing will be based on project scoring results from the Multiple Account Evaluation framework conducted as part of Phase II, and feedback on priorities is welcome.</i>	✓										

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			and Capital Projects	<p>Are the cycling projects identified by the County in partnership with the local municipalities, or is the expectation for local municipalities to assume control? <i>Scott Johnston (IBI Group): The TMP will recognise that not all right-of-ways are owned by the County. The recommendation is that the County supports these projects, including financial support to the local municipalities.</i></p> <p>There is concern that hard surface trails get destroyed by the carbide on snowmobiles.</p>			✓								Noted for inclusion in TMP.
-	March 24, 2022 MAC 2C	Town of Midland	Mitch Sobil Manager of Engineering Town of Midland	<p>Is the widening of CR 93 in Midland to accommodate bike lanes or to widen to four lanes? <i>Christian Miele (County of Simcoe): The County is proceeding with bike lanes, however, this project is referring to widening the road to four lanes (likely in the late 2020s).</i></p> <p>Defining maintenance responsibilities (i.e. County versus local municipality) is important to consider. Additionally, was Strava the only data used in identifying priority routes? <i>Scott Johnston (IBI Group): Strava data only captures a specific demographic of cyclist. Other sources and methods were used to build the network, including the 2014 TMP, TTS data and a catchment area analysis.</i></p>	✓		✓								
-	March 24, 2022 MAC 2C	Township of Ramara	Josh Kavanagh Director of Infrastructure and Drainage Superintendent	<p>The Township is currently working with Rama First Nation to connect the Trans Canada Trail around Casino Rama to connect north to Airport Road. Expected completion is within one to two years. Additionally, sale of the abandoned CN line from the Fowler Pit to Washago is expected within 3-5 years, and the Township has expressed interest in its purchase. <i>Christian Meile (County of Simcoe): The TMP can note that some part of the trail portion in this area can be taken off-road and utilise the new trail. Additionally, are you aware of the status of the abandoned CN line from the Fowler Pit to Washago?</i></p> <p>Note that <i>Priority Route K</i> in Ramara is a snowmobile route.</p>			✓								<p>The TMP will note that some part of the trail portion in this area can be taken off-road and utilise the new trail.</p> <p>TMP to acknowledge that some trails are used by ATVs.</p>

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-	March 24, 2022 MAC 2C	Town of Wasaga Beach	Kevin Lalonde Director of Public Works	<p>Are automatic safety features and tools / automated enforcement included in the safety strategy, and were shared opportunities with local municipalities considered?</p> <p><i>Christian Miele (County of Simcoe): The County did complete an automated speed strategy, and it is something being considered (including sharing opportunities) separate to the TMP.</i></p>					✓						
				<p>Note that Clearview, Wasaga Beach and Collingwood are engaging in a 5-year term for a transit contract. The timing may align well with the implementation of a regional transit model.</p>		✓									TMP to note the 5-year agreement.
-	March 24, 2022 MAC 2C	Township of Tiny	Tim Leitch Director of Public Works	<p>What is the interface between cycling and walking as part of the active transportation network? The Township removed the term <i>cycling</i> from its TMP in response to concerns that their active transportation trails were only for cycling, and excluded other active uses.</p> <p><i>Scott Johnston (IBI Group): Language for the inclusion of different active uses (i.e. pedestrians) can be included in the TMP report for the multi-use trails.</i></p>			✓								Language for the inclusion of different active uses to be included in the TMP.
				<p>The Township is interested in transit service, and has worked with Penetanguishene and the First Nation to develop expansion plans for rural communities. Will the TMP consider a stop to Tiny?</p> <p><i>Scott Johnston (IBI Group): The TMP is intended to provide high-level and strategic direction for transit, and does not consider routing or specific stop locations. However, expanding and growing service is a recommendation of the TMP, and consideration for this language can be included to the effect of "Improving service to smaller communities."</i></p>		✓									
-	March 30, 2022 Transit Meeting	Township of Tiny	Tim Leitch Director of Public Works	<p>Want to make sure that local levels of service are consistent, as good as they were before. Regarding the initiation of study--is it just a feasibility study? Added, Key component of implementation will be coordination.</p> <p><i>Scott Johnston (IBI Group): Process would be to develop an implementation plan/study before asking for endorsement.</i></p>		✓									

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-	March 24, 2022 MAC 2C	Township of Severn	Derek Burke Director of Public Works	<p>The Township is supportive of the upload of Division Road. Additionally, was there consideration to extend CR 17 along River Road / Coldwater Road to connect with Highway 12?</p> <p><i>Christian Meile (County of Simcoe): County roads serve an arterial function. The County would not assume control of a road in the village of Coldwater, which would involve the application of County road standards through the settlement area.</i></p>	✓										
				<p>Primary users of trails in Severn in winter are snowmobilers. Balancing the needs between cyclists and snowmobilers is an important consideration in terms of surface materials of trails.</p> <p><i>Scott Johnston (IBI Group): Compatible surface type is a good consideration; noting particular snowmobile trails the study team should be aware of would be useful.</i></p>			✓								TMP to acknowledge that some trails are used by ATVs.
				<p>The safety strategy could be something as simple as an annual meeting that allows member municipalities to discuss safety issues and share data, with County support.</p>					✓						
-	March 24, 2022 MAC 2C	Town of Penetanguishene	Bryan Murray Director of Public Works	<p>Is the Lake Simcoe Regional Airport (LSRA) supported by the member municipalities, or is this a County airport? Is the exploration of service models for the smaller airport in Tiny and Midland part of the TMP?</p> <p><i>Christian Meile (County of Simcoe): The County has assumed ownership of the airport and work is underway to expand service.</i></p> <p><i>Scott Johnston (IBI Group): Local municipal airport are not considered as part of the TMP. Goods movement and arterial road movement connections to the LSRA is part of the TMP scope.</i></p>										✓	
				<p>Will the TMP identify trail use, as well as (winter) maintenance responsibilities?</p> <p><i>Scott Johnston (IBI Group): The designation of cycling routes is an important consideration, as it would commit the County to higher winter maintenance standards.</i></p>			✓								TMP to acknowledge that some trails are used by ATVs.
-	March 24 2022 MAC 2C	Township of Ramara	Walied Zekry Director of Building and Planning	<p>CR 44 is a busy road, why was it removed from the list of widening projects in the TMP horizon?</p> <p><i>Scott Johnston (IBI Group): Employment and residential growth was assessed and there didn't seem to be justification for widening the road. While the casino still may be busy, our model was not showing strong enough growth for a widening, and the</i></p>	✓										CR-44 likely to be added back to the 2051 horizon.

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					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.		Other
				<i>existing two lane road has sufficient capacity to serve demand. If the Township has data that indicates a widening should be considered, please share with the study team.</i>										
-	March 28, 2022 AT Meeting	Town of Midland	Mitch Sobil Manager of Engineering Town of Midland	The Town is in the process of contracting road work on Balm Beach Road and starting construction soon. The current design includes a proposed sidewalk on the north side.	✓		✓							
-	March 28, 2022 AT Meeting	Town of Collingwood	John Velick Manager, Engineering	Will the project team review available ROW widths and noted that implementation of active transportation facilities can be challenging? <i>Zibby Petch (IBI Group): No review of right-of-way is completed as part of the high-level work for the master plan, however the project team has been mindful of the constraints of the corridors. Creative solutions may be possible in some cases (e.g. on-road MUP on one-side of the road, narrowing travel lanes, etc.).</i>			✓							
				Will the County or Municipality be building these projects? <i>Zibby Petch (IBI Group): If the project falls within County ROW then the County will build; if the project is located within municipal ROW or off-road, then the Municipality will build but with potential support from the County.</i>			✓							
-	March 28, 2022 AT Meeting	Township of Tiny	Tim Leitch Director of Public Works	Route A on Balm Beach Road is part the Great Lakes Waterfront Trail but certain sections of the road are only 20m wide and implementation may be challenging. The Township is happy to work with County on sharing costs for this trail.			✓							
				Suggest clearly indicating surface types on the website/maps since there is an expectation that people can ride any type of bike on the trails.			✓							TMP will note that specific surface type can be a complex and funding-driven decision and will be monitored and determined over time.
-	March 28, 2022 AT Meeting	Town of Innisfil	Paul Pentikainen Senior Policy Planner	Suggest adding CR 89 between Trans Canada Trail to Yonge Street to the priority network. 6 th line could be added as well since the County is taking over the road and it will provide a direction connection to the GO Station. The County could also take on the role of identifying the Barrie-Collingwood rail trail.			✓							This will be considered as part of the AT plan.

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-	March 28, 2022 AT Meeting	Town of Innisfil	Meredith Goodwin Capital Project Manager	Suggest including a Lake-adjacent trail which would comprise of combination of on-road and off-road facilities throughout Innisfil. Hoping it would be County-led.			✓								This has been added to the AT network.
-	March 28, 2022 AT Meeting	Town of Bradford West Gwillimbury	Joe Coleman Manager of Transportation	Do County-wide standards touch on maintenance after construction and cost sharing for maintenance? <i>Zibby Petch (IBI Group): The TMP can propose an approach to maintenance.</i>			✓						✓	The TMP can propose an approach to maintenance.	
L01	April 5, 2022 Email	Township of Ramara	Walied Zekry Director of Building and Planning	<p>*The Township of Ramara respectfully and entirely objects to the deferral of the planned expansion for County Road 44 (Rama Road) past 2051.</p> <p>During the Municipal Advisory Committee Meeting on March 24, 2022 it was presented to the Committee that Rama Road was no longer considered a priority and would be delayed significantly. IBI GROUP advised the information supporting the claim was based on traffic studies over the last 2 years. The COVID-19 pandemic had a detrimental impact on the Hospitality industry in Ontario, with Ramara being no different. Casino Rama was closed for 16 months during this time frame, opening with limited capacity on July 29 2021 with a maximum of 1000 guests, with the hotel opening on August 19, 2021. The Casino was then closed again in January 2022. The restaurant at the Orillia and Rama Regional Airport just north of Casino Rama was also closed due to the pandemic. Other businesses in the area were closed due to the pandemic and attendance overall decreased at establishments such the Days Inn, Fern Resort, Hammock Harbour, Geneva Park, and day camps on Northern section of Rama Road towards Washago. The Township established a commercial tax relief program in 2021 and providing grants for tax refunds for businesses and allowed for tax deferrals interest free in 2019 and 2020. The Township is of the opinion that traffic studies undertaken during the COVID-19 pandemic are not a reliable source of information and should not form the basis of decisions for future development.</p> <p>An analysis was performed on traffic related accidents for calls for our fire department along Rama Road from Highway 12 to Benson are laid out below. The calls in 2021 and 2020 combined are less than each 2018 and 2017 indicating an irregular traffic flow. This accounts for calls when fire is dispatched and does not include incidents where police and ambulance were the only agencies called; or</p>	✓									Email response provided by project team.	

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				<p>minor incidents where no authorities are called. Note this data does not include medical or other fire calls within the area.</p> <p>In the 2014 County of Simcoe Transportation Master Plan the expansion of County Road 44 was planned to occur before 2031 and scored the highest in Multiple Account Evaluation of all Projects to be implemented by 2031. County Road 44 obtained a score of 38.3, scoring 10 points higher than the average project. As shown in the table below, the County TMP scored County Road 44 at 10 for Connectivity and Transit and 9.3 in environmental impact.</p> <p>NOTE: This section of road is the only section of road in the entire municipality considered for the County of Simcoe Public Transit plan.</p> <p>The Township believes the delay of the County Road 44 expansion will impede any potential development applications within the Rama Road Corridor. There are a number of active proposals in the Rama Road Corridor totaling up to 3850 residential style units, plus hotels, a waterpark and other commercial units. The Township is concerned if the road is not expanded, complete applications could be deemed “premature” by the County of Simcoe due to road limitations. The Rama Road Economic Employment District has many regulations and policies that can make it difficult to develop, and it is important to the Township to have these properties as shovel-ready as possible to embrace development when the policies are met or amended.</p> <p>Current traffic Impact Studies for active site plan applications within the Corridor used the fact that County Road 44 would be expanded to 4 lane in short term. These studies may be subject to updating which could result in further obstacles for developers.</p> <p>The Economic Employment Districts as identified and defined in the Growth Plan are “to be planned and protected for locally significant employment uses”. (Ministry of Municipal Affairs and Housing, 2019) The effect of not providing an appropriate means for access to and from this area would go against methods of protecting or planning for its intended use.</p> <p>The Rama Road Economic Employment district is an important focus of the Township and is imperative in the Township’s ability to attract Economic Development within the County of Simcoe. We request and recommend that the</p>										

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				County does not delay the expansion of this road to respect and honour the needs of Ramara Township.											
L02	March 24, 2022 Email	Township of Adjala-Tosorontio	Steve Kimberley Supervisor of Engineering and Asset Management	<p>*Further to my comments from this morning’s meeting, I appreciate you and your team looking into whether the Township roads bordering CFB Borden would be potential candidates for transfer to the County’s network.</p> <p>Since traffic is not permitted through the Base, the most efficient highways available for commercial and passenger vehicles travelling across the County are the bordering Township roads. It is my understanding that many widely used route planning apps (such as GoogleMaps) direct travellers onto these local highways. Also, the recent news about the significant expansion of the Honda Plant is something that could be taken into consideration – anecdotally, it is understood that there is a high percentage of Honda commuter traffic from other lower tier jurisdictions in the County frequently travelling these roads.</p> <p>As discussed, I have attached:</p> <ul style="list-style-type: none"> • Traffic Data (6 sets) • A summary table including various attributes for the following roads: <ul style="list-style-type: none"> ○ 15 Sideroad Tosorontio, from County Road 15 to County Road 13 ○ Concession Road 3, north of County Road 12 ○ Webster Road (not directly bordering the Base, but an extension of the east-west route, also including the community of Glencairn) • A map showing the 6-digit Asset IDs referenced in the summary table. 	✓										Email response provided by project team.
L03	March 30, 2022 Email	Township of Tiny	Tim Leitch Director of Public Works tleitch@tiny.ca	<ul style="list-style-type: none"> - *When considering Cycling/multi use lanes that some rural areas have varying road allowances. In such a case the GLWT sections along Tiny Beaches Road has a road allowance that varies between 20 feet and 66 feet. - There are a variety of groups that are establishing these routes and want to ensure that they are all considered in the establishment of these routes such as GLWT and Cycle Simcoe. - Plans are being developed at the local levels based on resident requests and desires of Council. In Tiny we have Recreational Master Plans, Transportation Master Plans, Active Transportation Committee, Official Plans and Council Strategic Plans. These are not obstacles but we need to see how the plans will 			✓				✓				Email response provided by project team.

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				<p>impact some of these other areas to ensure we have a consistent message and plan going forward.</p> <ul style="list-style-type: none"> - The plans all look very good but we also need to consider the financial impact at the local level. As you know completion for Capital monies is very tight and these plans need to consider local financial impact. Support from the County will be something that should be considered through grants or other support mechanisms to assist in implementation of the plan. - I did like the fact that the plan is looking at various surface treatments to keep the cost lower and reflective of local needs and expectations. With this we need to ensure that the using public understands the limitations of surfaces such as crushed limestone, trail conditions and bridge surfaces. Our trails are Recreational and as such are not paved surfaces and do present challenges for some and should be recognized for the public to avoid confusion of what to expect when using these great offerings. In working with the GLWT they do post on their website certain challenges to expect for the users like surface type, narrow roads and other factors that users should be aware of. - We do have the Rail Trail that is about 23 kilometers long and is multi use. We do have an agreement with the OFSC for winter but pedestrians, fat tire bikes, horses and other non motorized uses are allowed so this caution must be noted and understood by the users. In the summer we do not allow motorized vehicles but a variety of other uses are permitted. - As noted when we did our TMP I used the term bike lanes and raised some concerns that people felt we were not addressing the other methods like walking/jogging and accessibility use. I did change the terminology to multi use. I am not asking for changes in your terminology just more of a heads up on some items we dealt with. - One specific area is the Balm Beach Road and Young Street route to the Tiny Rail Trail. Although this is a Midland and County road Tiny will still like to be part of the planning process as it will affect our Rail Trail access and use. Good connectivity and we like this plan but would like to be involved. 											
L04	March 28, 2022	Town of Innisfil	Meredith Goodwin	<p>*Active Transportation</p> <p>Recommendations for the priority network:</p>			✓								Email response provided by project team.

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					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	Other		
	Email		Capital Project Manager	<ul style="list-style-type: none"> We recommend that the County include an AT facility along Hwy 27 (ex. Paved shoulders) to facilitate travel between the two trail heads of the Trans Canada Trail at Cookstown and close to Innisfil Heights. We recommend that the County include an AT facility along CR89 as this is a route that facilitates high speeds and truck traffic. We recommend that the County include an AT facility along 20th Sideroad (also recommending a Innisfil Beach Road By-Pass and Grade separation) Can County reflect other planned local AT infrastructure – e.g. we’re also planning for AT 4th, 5th, 6th, 7th, 9th Lines, 25th Side Road, etc. The ultimate AT plan should include a MUT on 6th Line, which is currently planned by the Town but will be transferred to the County. 											
				<ul style="list-style-type: none"> *We recommend the County assist the Town in the feasibility of converting the rail spur/rail line at Innisfil Heights (adjacent to Highway 400) into an AT facility in order to connect the Trans Canada Trail into the Town of Innisfil for connectivity and continuity. This includes participation and facilitation of discussions with MTO. 			✓								Email response provided by project team.
				<ul style="list-style-type: none"> *We recommend that the County lead the development of a Lake-side or Lake-adjacent trail (including necessary signage, marketing, etc.) by facilitating discussions between the necessary local municipalities adjacent to the lake. This trail can be a combination of on-road and off-road facilities. In discussions with the Town of Innisfil Director of Growth, a representative from Tourism Simcoe County identified the following route as a possibility for consideration: https://ridewithgps.com/routes/23054135. The Town’s AT plan currently has a mix of planned and proposed AT facilities that can contribute to this Lake-side/Lake-adjacent trail as shown in the attached diagram. 			✓								Email response provided by project team.
L05	March 28, 2022 Email	Town of Innisfil	Meredith Goodwin	<p>*Roads Projects:</p> <ul style="list-style-type: none"> What is the timing of the recommended 6th Line upload? Agree with upload recommendation. 	✓										Email response provided by project team.

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			Capital Project Manager	<ul style="list-style-type: none"> The Town supports the CR89 East-West Link Improvement recommendation. The timing should be tied to or in advance of the Bradford By-pass. The Town supports the CR89 Joint MTO-Simcoe County East-West Capacity Improvement Study Is the County forecasting modelled traffic volumes along County Road 27 within the Town of Innisfil to operate below capacity? Is the County forecasting modelled traffic volumes Innisfil Beach Road within the County to operate below capacity? County needs to ensure widenings are aligned with Provincial projects (e.g. Hwy 400, Bradford Bypass) 											
				<p>*Safety</p> <ul style="list-style-type: none"> Possible areas of concern based on Burnside’s collision rate analysis: <ul style="list-style-type: none"> Innisfil Beach Road/20th Side Road 10th Line/2nd Line Innisfil Beach Road/St. Johns More coordination is required between the County and local municipalities to improve road safety, possibly through a County-wide strategic safety plan 					✓						Email response provided by project team.
				<p>*Transit</p> <p>The County’s short-term plan (within 5 years) could provide more support for the immediate transit needs of the Town of the Innisfil. Currently LINX does not operate within the Town of Innisfil, but the immediate needs based on the data received from Uber, stakeholder consultation, and our background review include:</p> <ul style="list-style-type: none"> Inter-municipal LINX connection is needed between the Town of Innisfil and the City of Barrie. LINX connection is required between Alcona, which is the Town of Innisfil’s largest and densest Settlement Area, and Innisfil Heights, which is a provincially designated strategic settlement employment area, reflected in the Growth Plan for the GGH 2019. 		✓									Email response provided by project team.

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				<ul style="list-style-type: none"> Other key points of interest include Friday Harbour, which was identified as a key tourist attraction for the Town of Innisfil and the County, and Tanger Outlets which are both large employment areas. <p>Due to the coordination that is required between municipalities and benefits these connections would bring both to the Town and the County, it is our position that the County should be including these as immediate needs in their TMP.</p> <p>In the short/long-term plan, the County's transit strategy should include supporting the Innisfil GO Station.</p> <p>The Town would like to understand the financial impacts as part of the Implementation Plan due to switching to a single system</p> <ol style="list-style-type: none"> What will be the model of the single County transit system? Will it only be focused on fixed routes? Our analysis is showing that a hybrid fixed route/on-demand model is needed in the Innisfil context. We would appreciate the County operating fixed route transit in Innisfil, but are concerned if the County does not incorporate O-D transit technologies. How can the model still support the ability for local municipalities to flexibly and innovatively respond to local transit needs within the regional County model? Guidance on more specific timing for a single County transit system would be appreciated to help the Town in determining whether to make any additional transit investments. E.g. should the Town even bother preparing its own Transit Master Plan/feasibility study based on its own TMP transit recommendations? Would the County also be looking to incorporate bike share/scooters into its transit model? This should be considered to support a multi-modal transit system. The Town has been looking to incorporate these forms of 'micro-mobility' at the Orbit and Alcona/Innisfil Beach Park. When will specific routes be identified by the County for future implementation of the LINX transit service? For example, a County operated fixed route from Barrie to Alcona and the future Innisfil GO/Orbit would be supported by existing and future transit demand levels. This should be planned to align with the completion of the Innisfil GO station within a few years. What steps can be taken now in the County TMP to help ensure that this is identified as a priority and planned for? 										

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				<p>5. Has the County considered further integration with Barrie Transit through a regional transit model? (There are already seems to be duplication with existing routes, and challenges with fare integration, etc.).</p> <p>*TDM</p> <ul style="list-style-type: none"> County should lead the development of a TDM portal similar to Smart Commute for GTHA <p>Portal could be organized by major mixed-use/employment nodes within the County including Friday Harbour, Innisfil Heights, the planned Orbit community, etc. The purpose of this portal would allow Simcoe residents to facilitate carpooling trips.</p>										✓	Noted for consideration.
L06	April 19, 2022 Email	Bradford West Gwillimbury	Paul Dubniak Transportation Technologist, Community Services	<p>*The challenge of operating a system such as Linx is not easy. While it is agreed that at a certain point consolidating transit services to one primary service agency is a logical step, Simcoe County is not at that point and should have indicative steps if that is the end goal.</p> <p>Comparison services DRT and the Consolidated Niagara system, common traits that allow for regional/consolidated service is:</p> <ul style="list-style-type: none"> Similarity and size of fleet Shared geographic relationship with continuous urban boundaries between municipalities Large amounts of trips between municipalities to key destinations utilizing transit High level of service and operational duplication <p>As the County does not echo the above, a regional model would not benefit residents overall as municipal systems can have a greater focus on local needs than the Regional Transit Model.</p> <p>That said, there is room for improvements. As it exists now communication is limited between transit organizations.</p> <p>Example: The above had not been communicated to lower tier transit prior to the release of the slide deck and March 23rd meeting.</p> <p>The establishment of a working group of transit leaders in the County that meets several time per year could facilitate many of the changes discussed and improve transit in the County as a whole.</p> <p>Example: Most transit systems in the County operate the same fare system, integration is achievable (and “fare”ly simple) Linx is already integrating with Orillia</p>		✓									Email response provided by project team.

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				<p>Transit and Bradford has reached out to the vendor for information on fare integration with as well.</p> <p>Numerous points within slide deck on Transit are site specific and again could be part of discussions by a transit working group.</p> <p>Comment for addition to the TMP transit section: rural and paratransit services provided within the county, this is one of the big hurdles that lower tiers have problems providing. Also upper tier funding strategy could be developed above the current provincial funding for lower tier services. This would be a first step before considering complete consolidation.</p> <p>Thank you for your consideration of this letter. Please let me know if you have any questions.</p>										
L07	April 22, 2022 Email	New Tecumseth	David Hegarty	<p>*Thank you once again for the opportunity to participate in the Municipal Advisory Committee for the County's TMP update.</p> <p>I had a chance to speak to some of my colleagues following the meeting and wanted to raise the following items for your consideration:</p> <p>5th Line</p> <p>5th Line (from Tottenham Road to the Town East Boundary [approx. Highway 27]) is currently under the jurisdiction of the Town of New Tecumseth, but has been identified as a road that may be uploaded to the County at some future date. There is currently a best efforts agreement in place between the Town and the County for the maintenance of this road.</p> <p>In 2018, a new interchange was opened at 5th Line and Highway 400. This now creates a direct connect from Tottenham to Highway 400 via 5th Line and, as a result, we have seen a noticeable increase in traffic along this road. Apart from serving as a connection between CR10/CR14 and CR27, 5th Line now also serves as an important connection to Highway 400.</p> <p>Congestion on County Roads</p> <p>Main Street (Beeton) is a Connecting Link for CR1 and Queen Street (Tottenham) is a Connecting Link for CR10. The Town regularly received complaints regarding truck traffic and general congestion on the Connecting Link in both of these communities (especially Tottenham). There is currently no designated by-pass around either of these communities, but it is something that is being investigated as part of the Town's TMP update.</p>	✓									Email response provided by project team.

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				<p>Trail System On the slides presented at the Municipal Advisory Committee, the trail map identified the Trans Canada Trail within New Tecumseth (north of Beeton) as paved. Please note that the trail is gravel within New Tecumseth.</p> <p>Truck Routes & Restrictions As requested, I have attached a copy of the Town's Parking & Traffic By-law which identifies truck restrictions. This is also available online. There are truck turning prohibitions in place at the Queen Street/Mill Street intersection in Tottenham. As well, there are a number of heavy truck restrictions in place in Alliston and Beeton. While it has not been included in the By-law, Industrial Parkway (part of which forms CR10) is signed as an Alternate Truck Route to the Highway 89 Connecting Link which passes through Alliston (Victoria Street, part of King Street, and Young Street). This alternate truck route is not enforceable and is purely voluntary. As Victoria Street, part of King Street, and Young Street form a connecting link for a Provincial highway, the Town is not able to prohibit trucks on these roads.</p>			✓								Email response provided by project team.
				<p>Truck Routes & Restrictions As requested, I have attached a copy of the Town's Parking & Traffic By-law which identifies truck restrictions. This is also available online. There are truck turning prohibitions in place at the Queen Street/Mill Street intersection in Tottenham. As well, there are a number of heavy truck restrictions in place in Alliston and Beeton. While it has not been included in the By-law, Industrial Parkway (part of which forms CR10) is signed as an Alternate Truck Route to the Highway 89 Connecting Link which passes through Alliston (Victoria Street, part of King Street, and Young Street). This alternate truck route is not enforceable and is purely voluntary. As Victoria Street, part of King Street, and Young Street form a connecting link for a Provincial highway, the Town is not able to prohibit trucks on these roads.</p>				✓							Email response provided by project team.
L08	June 14, 2022 Email	New Tecumseth	David Hegarty	<p>*I wanted to pass this along for consideration as part of the County's TMP update, as it's come up at the Town level.</p> <p>Industrial Parkway between Tottenham Road/CR 10 and Young Street/Highway 89 is expected to be uploaded to the County in the future. Has the County considered also taking over 30 Sideroad Adjala between Industrial Parkway and CR 50 to provide a direct connection between the County roads? This may also reduce truck traffic and congestion in the built-up area of Alliston, as trucks could avoid the commercial area along Young Street – particularly if CR 50 & 30 Sideroad Adjala are signed as a truck by-pass. It's noted that both sides of Industrial Parkway between Young Street/Highway 89 and 30 Sideroad Adjala are heavily residential, which is less conducive to truck traffic.</p>	✓										Email response provided by project team.
L09	June 16, 2022 Email	New Tecumseth	David Hegarty	<p>*The majority of 30 Sideroad Adjala is location in Adjala-Tosorontio, so the information we have available is limited. Based on the Town's 2018 Road Needs Study, the AADT on this road was reported as 250 vpd and is expected to increase to 275 vpd by 2028.</p> <p>I can provide TMC and ATR data for Industrial Parkway between Tottenham Road and Highway 89/Young Street, if required.</p>	✓										Email response provided by project team.

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				Our thought was that 30 Sideroad Adjala could provide a direct County-road link between Industrial Parkway (future County road) and CR50 rather than relying on Highway 89. If there's anything more you need, please let me know.											
Indigenous Nations															
-	-	-	-	-											
Adjacent Municipalities															
-	March 28, 2022 AT Meeting	City of Orillia	Ian Sugden Director of Planning and Development	Note the City is working with MTO to replace all three interchanges within the City which will include on-road cycling infrastructure; these new connections to the County's system should be considered in the priority network.			✓								
-	April 1, 2022 TAC 2 Meeting	Region of Peel	Sabbir Saiyed Manager, Transportation System Planning	Peel Region is very interested in cross-border travel, or any suggestions of integrating County and Regional roads. What are some of the "advocacy items" (i.e. MTO projects). Peel has an interest in extending Hwy 427 from Major Mackenzie to Highway 9 hoping to draw truck traffic away from the two parallel Peel Region arterial roads (Airport Rd and Hwy 10). Peel has benefited from owning the entire right-of-way for the arterial roads, including sidewalks/trails, and this has helped in promoting the sustainable modes, so with the Region providing these connections. <i>Scott Johnston (IBI Group): The recommended plan includes a number of MTO items the County supports. The Highway 427 extension has not been looked at as part of this study. However, Highway 9 was looked at, is a recommendation. The other two key MTO projects are Highway 26 out of Wasaga Beach and Highway 89 to Innisfil.</i>										✓	
-	April 1, 2022 TAC 2 Meeting	Town of The Blue Mountains	Bill Abbots Councillor	Grey County and the Town of The Blue Mountains should be included in the recommended EA study for Northwest Simcoe. It is important that this TMP considers the greater region beyond Simcoe borders regarding traffic.	✓										TMP to include text reflecting this request and willingness to work together.
					✓										

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					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	Other		
				<p>The transit model from Collingwood to the Town of The Blue Mountains has been successful and that he wants to make sure the regional areas are included in the future single transit system.</p> <p><i>Scott Johnston (IBI Group): The recommendation is high level at this point, and issues driving this are real and starting the process for the single transit model makes sense for the County. Many details need to be looked at and worked through beyond the scope of the TMP. This would include how to integrate the Town of the Blue Mountains into the system.</i></p>		✓									Noted for consideration as part of transit study, separate to TMP.
				<p>A lot more people are using Strava, so it is a useful data source. Cycling volumes around Collingwood are high and would benefit from additional routes. Why isn't the Georgian Trail not marked as a priority on the map? Trails should be designed thoughtfully to reduce conflicts between pedestrians, dog walkers, etc. and cyclists.</p> <p><i>Scott Johnston (IBI Group): Existing rail trails were studied and are part of the Priority Cycling Network.</i></p>			✓								
				<p>Was TTS data the main input into the traffic modelling? Grey County has not historically been part of TTS data collection, so how does the model treat Grey County and cross-boundary traffic (this may impact boundary area) .Note, Grey County has opted in for the next round of TTS.</p> <p><i>Scott Johnston (IBI Group): The model has been carried forward from the previous TMP, updated with new traffic counts (2016 TTS) and new land use growth assumptions sourced from the ongoing MCR process. One of the TMP recommendations will be to update and re-run the model when more detailed land use allocations are available, but similar results are expected.</i></p> <p><i>The model does not model Grey. It is just treated as an external zone.</i></p>	✓										
-	April 1, 2022 TAC 2 Meeting	Town of The Blue Mountains	Adam Fraser TMP Project Coordinator	<p>Was TTS data the main input into the traffic modelling? Grey County has not historically been part of TTS data collection, so how does the model treat Grey County and cross-boundary traffic (this may impact boundary area) .Note, Grey County has opted in for the next round of TTS.</p> <p><i>Scott Johnston (IBI Group): The model has been carried forward from the previous TMP, updated with new traffic counts and new land use growth assumptions sourced from the ongoing MCR process. One of the TMP recommendations will be</i></p>	✓										

ID	Date and Method	Agency	Contact	Correspondence/Information	Theme/Topic									Actions / Commitments / Notes	
					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	Other		
				<p>to update and re-run the model when more detailed land use allocations are available, but similar results are expected.</p> <p>The model does not model Grey. It is just treated as an external zone.</p>											
-	April 1, 2022 TAC 2 Meeting	Town of The Blue Mountains	Alar Soeyer Mayor	<p>The Town is interested in this study as 2.5M visitors annually come from Greater Toronto Area, with many passing through Simcoe. He added that the recommended east-west connectivity study is a need that has been recognized by Grey County and MTO.</p>	✓										TMP to note significant interest by Town of Blue Mountains including noting of barriers due to MTO district border, and CR 32.
				<p>East-west connectivity into Grey County is a vital part of study, noting staff have been talking to MTO to work on a plan. There is an invisible barrier between Grey and Simcoe due to the MTO district border also occurring at this location.</p>	✓										
				<p>I am concerned with 27/28 Sideroad and CR-32 widenings; what will happen to traffic at the end of these streets. These projects will funnel traffic to roads not addressed.</p>	✓										
				<p>Did the study look at CR-91? Scott Johnston (IBI Group): CR32 is very busy, serving two purposes, both through traffic and as access Collingwood. The projects identified here were due to them being recognized as busy roads with growth in the surrounding areas. 27/28 Sideroad is a gravel road today and parallel to county road existing, questioning whether it makes the most sense to upgrade. Traffic counts indicate high volumes and perhaps Google Maps or Waze-type apps are sending people on this road to avoid traffic on the parallel route. The recommended 27/28 Sideroad upload is a function of the recommendation for more comprehensive look at this larger study area.</p>	✓										
				<p>The project team should feel free to reach out to the Town of the Blue Mountains staff to better integrate cross-border issues.</p>									✓		
-	April 1, 2022 TAC 2 Meeting	City of Barrie	Brett Gratrix Transportation Planning Lead	<p>Is there a plan to run the trail under hydro line, through private property? Scott Johnston (IBI Group): It was identified in the prior TMP, but did not make the cut as a priority project due to the difficulty of implementation, but it remains as part of the ultimate network.</p>			✓								

ID	Date and Method	Agency	Contact	Correspondence/Information	Theme/Topic									Actions / Commitments / Notes
					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	Other	
				<p>Are there recommendations on studying joint use of the BCRY corridor into Barrie (i.e. trail and active train use) or if the County is suggesting phasing out rail use of this corrido)?</p> <p><i>Scott Johnston (IBI Group): It is being looked at as an AT facility only. Further review is required.</i></p>			✓							
-	March 30, 2022 Transit Meeting	City of Barrie	Jason Zimmerman Supervisor of Transit Operations and Infrastructure	<p>Barrie is not part of the County, but have you given thought to a Commission model, which is not held to borders? This would allow smaller models to opt in/out of service. Focus better on moving people.</p> <p><i>Scott Johnston (IBI Group): Agree to be "open-minded" on the exact model of integration. Will be working towards addressing issues rather than working to a specific solution.</i></p>		✓								Noted for consideration.
A01	March 23, 2022 Email	City of Kawartha Lakes	Bryan Robinson Director of Public Works	<p>*Your invitation to the TAC meeting for the County of Simcoe's Transportation Master Plan was forwarded to the respective Departments for input. To aid in the conversation, I can provide a brief overview of the structure and documents available from the City. The City of Kawartha Lakes has 3 separate documents with oversight from 3 departments relating to your current study:</p> <p>1) Transportation Master Plan – Oversight by the Engineering and Corporate Assets Department with leadership by Juan Rojas, Director. This document forms part of the Growth Management Strategy and is available on the city's website.</p> <p>2) Transit Master Plan – Oversight by the Public Works Department with leadership by myself. This document as you can surmise is specific to transit within the City and it available on the City's website. At this time transit is only offered within the Town of Lindsay. Rural transit has been explored in the past and Council has outlined timeline for additional review in the future.</p> <p>3) Active Transportation Master Plan – Oversight by Development Services Department with leadership by Richard Holy, Director. This is a brand new endeavour that is currently underway with details available on the City's Jump In Site.</p> <p>As you can appreciate, if the Simcoe TMP update is recommending anything different than our current Council adopted plans direct, we will need to understand and review potential implication to our established plans so we can keep Council up to date.</p>							✓			Email response provided by project team.

ID	Date and Method	Agency	Contact	Correspondence/Information	Theme/Topic									Actions / Commitments / Notes	
					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	Other		
				In the meantime, please feel free to review available documents and reach out to the respective department where necessary.											
A02	April 1, 2022 Email	Town of the Blue Mountains	Adam Fraser afraser@thebluemountains.ca	<p>*Town staff are interested in understanding:</p> <ul style="list-style-type: none"> - How the land use and travel characteristics of The Blue Mountains were taken into consideration in the forecast modeling; - To what extent this modeling was relied upon to inform road improvements in the western region of Simcoe County; and - To what extent the 2016 Transportation Tomorrow Survey (TTS) was used in the modeling. <p>As noted in the virtual Technical Advisory Committee Meeting #2, the entirety of Grey County has not historically participated in the TTS, and therefore cannot offer comparable detail in Simcoe County's modeling relative to participating regions. As far as Town staff are aware, all of Grey County would be treated as an "external" generator/attractor of trips, which is a poor reflection of the real impact that the Town's land uses have on western Simcoe County's traffic characteristics. Did the previous version or updated traffic modeling take any steps to address this known data inconsistency?</p> <p>Does Simcoe County have additional data to share with the Town that may be of value for the Town's TMP study?</p> <p>Town staff and Grey County staff have worked together to get all of Grey County involved as participants in the next round of TTS data collection. We hope that this venture will support future transportation planning and decision-making.</p>		✓									Email response provided by project team.
Other Stakeholders															
-	March 28, 2022 AT Meeting	Collingwood Cycling Committee	Jody Wilson Vice President	<p>Town staff are interested in understanding what Simcoe County's Linx service could look like if it provided service to the Blue Mountain Resort area. From a connectivity and coordination perspective, providing Linx service through Collingwood to the Blue Mountain Resort area would minimize transfers for resort area staff and visitors coming from Simcoe County via transit, beyond Collingwood. The same connectivity benefit exists from an inter-regional perspective when looking at how Grey County's GTR service could connect to Simcoe's Linx service. If a regional transit transfer location were to be established, the Blue Mountain Resort area seems a logical option.</p>		✓									

ID	Date and Method	Agency	Contact	Correspondence/Information	Theme/Topic									Actions / Commitments / Notes	
					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	Other		
				<p>The Town of The Blue Mountains' ongoing TMP study is exploring the potential of building on the existing relationship with Colltrans and the Blue Mountain Resort/Village shuttle to improve transit service. Staff are open to other collaborative and resource-pooling service options that maximises value for transit riders and taxpayers.</p> <p>Simcoe County's proposed AT network looks promising. The Town sees value in identifying how the AT network within Simcoe County connects beyond its boundaries. It appears this has been done for certain off-road routes such as the Bruce Trail, but not others like the Georgian Trail. Identifying connections of on-road networks beyond Simcoe's boundary would also be of benefit. Town staff recognize that these maps are not for tourism purposes, however it stands to reason from a planning coordination perspective that this be considered.</p>											
-	March 28, 2022 AT Meeting	Collingwood Cycling Club	Wayne Eaves Vice President	<p>Has a surface type for the Clearview-Collingwood has been identified <i>Zibby Petch (IBI Group): We have not identified a surface type at this level of planning but please provide feedback if there is a specific preference. S. Johnston noted that the trail is under detailed design right now with a proposed limestone surface.</i></p> <p>Request that Concession 10/ Nottawasaga have paved shoulders between Popular Road and Hwy 124.</p> <p>Emphasized that 6th Concession is heavily used by cyclists in both directions. Raised a safety concern with Fairgrounds due to vehicles passing cyclists. Concession 10 between County Road 124 and Collingwood is also heavily used by cyclists.</p>			✓								
				Request that Concession 10/ Nottawasaga have paved shoulders between Popular Road and Hwy 124.			✓								Noted for consideration.
				Emphasized that 6 th Concession is heavily used by cyclists in both directions. Raised a safety concern with Fairgrounds due to vehicles passing cyclists. Concession 10 between County Road 124 and Collingwood is also heavily used by cyclists.	✓		✓								
SH01	March 28, 2022 Email	Collingwood Cycling Club	Wayne Eaves President of the Collingwood Cycling Club wayne.eaves@gmail.com	<p>*Please address the points in the plan going forward:</p> <p>1) Request that (CR10) Concession 10/ Nottawasaga have paved shoulders between Popular - 124. Also a section of Concession 10 still gravel needs to be paved (was part of plan in past). CR 10 is a very active cycling route leading South out Collingwood....NEEDS TO BE ADDED AS PART PLAN. as a Safety concern</p> <p>2) CR 6 from Collingwood - Creemore is a high cycling traffic route that needs paved shoulders & reduced speed limit</p>			✓								Email response provided by project team.

ID	Date and Method	Agency	Contact	Correspondence/Information	Theme/Topic									Actions / Commitments / Notes
					Roads	Transit	Active Trans.	Goods/ Trucks	Safety	Envir.	Plans/ Policy	Pop./ Emp.	Other	
				3) Fairgrounds Rd from Collingwood - Creemore also is a high cycling traffic route that needs paved shoulders & reduced speed limit. There are some hilly sections of this road which are very dangerous for cyclists with cars passing on blind sections of hill that should be prioritized with paved shoulders asap from a SAFETY CONCERN.										
-	March 28, 2022 AT Meeting	Town of Collingwood - Trails & AT Advisory Committee	Murray Knowles Chair	Want to flag limitations with the Strava data and noted there are areas within Collingwood that cyclists avoid but if they had the choice they would travel there.			✓							
-	April 1, 2022 TAC 2 Meeting	Severn Sound Environmental Association	Aisha Chiandet Water Scientist	<p>What sort of actions were taken to address environmental considerations? The road network is well established but might be widened to accommodate extra traffic. Would there be provisions for wildlife fencing, increasing habitat connectivity, etc.</p> <p><i>Scott Johnston (IBI Group):</i> A positive outcome of the TMP recommendations is the large number of road widening deferrals, which came about in part due to the screening and goals, which include the environmental impacts. There will be a discussion in the TMP around environmental considerations. Climate change factors are also used as input to the evaluation of projects, which results in the support for EVs, active transportation and transit. Finer detailed items such as wildlife fencing, etc. are left for later phases of individual project Environmental Assessments.</p>						✓				

Appendix F: Public Inputs

ENGAGEMENT SUMMARY

County of Simcoe Transportation Master Plan Update

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Public Inputs

The following public input tables are included in the subsequent pages:

- Public Record of Correspondence
- PIC 1 Interactive Map Comments

Public Input

The following table summarizes feedback received from members of the public throughout TMP Update study. All comments received and resulting actions/commitments are detailed in this table.

ID	Date & Method	Contact	Correspondence / Information	Theme / Topic									Actions / Commitments / Notes	
				Roads	Transit	Active Trans.	Goods Trucks	Safety	Envir.	Plans / Policy	Pop. / Emp.	Other		
01	2021-03-26 Email	[REDACTED]	<p>TMP Needs to Consider Agricultural Industry</p> <p>Agricultural traffic has unique needs, such as road width and curb height. Desire a route in the Barrie/Midhurst area that would be able to accommodate agricultural traffic. Currently agricultural traffic is not allowed on Highway 11, and narrow streets and bridges in Midhurst result in the need to take inefficient routes to destinations.</p>	✓										<p>A. Spinosa mailed D. McDonald a copy of the Phase 1 PIC boards as D. McDonald noted that they do not have access to the internet.</p> <p>Consider in Phase 1.</p>
02	2021-03-26 Email	[REDACTED]	<p>LINX Service Does Not Include Port McNicoll</p> <p>The Linx service was expanded to Tay Township but did not include any stops in Port McNicoll. Disappointing.</p>		✓									<p>Consider in Phase 1.</p>
03	2022-04-28 Email	[REDACTED]	<p>With respect to your request to provide thoughts and ideas on the TMP, I believe, there needs to be a conceptual intercounty transportation plan that can be incorporated into the TMP before it is finalized.</p> <p>Your study shows continued strong growth in Simcoe, as does the Town of the Blue Mountains', that will put increased pressure on the intercounty transportation network.</p> <p>I believe you are aware of the proposal by Clearview Township to close former Simcoe County Road 91 and Mayor Alar Soever of the Town of the Blue Mountains has made Clearview Township aware of the impact the closure of a section of 91 would have on traffic going up and down the Bruce Peninsula. Mayor Paul Mc Queen of the Municipality of Grey Highlands has also made Clearview aware of the undesirable impact, as have over 2000 area residents.</p> <p>If 91 is closed a major intercounty link will be lost at a time when increased intercounty transportation needs to be better accommodated.</p>	✓										

ID	Date & Method	Contact	Correspondence / Information	Theme / Topic								Actions / Commitments / Notes	
				Roads	Transit	Active Trans.	Goods Trucks	Safety	Envir.	Plans / Policy	Pop. / Emp.		Other
			<p>91 is a option available now that allows traffic going up and down the Bruce Peninsula to by-pass the Town of the Blue Mountains , Collingwood and Wasaga Beach. It has served the area well for over a 100 years.</p> <p>Clearview is now before the Ontario Land Tribunal appealing the decision by the Niagara Escarpment Commission that would allow a section of 91 to be closed and sold to Walker Industries.</p> <p>Trusting you will look into this concern.</p>										
04	2022-05-19 Email	[REDACTED]	<p>Thank you for requesting comments.</p> <p>First comment: preservation of existing accesses to water, whether via municipal road allowances or existing municipal parks. Require the creation of more water access points with parking facilities for the residents of Simcoe County in correlation with proposed residential development and increases in the county's population. Public water bodies are to be shared, not to be only used whose property abuts the shoreline.</p> <p>This leads to including boats of all types as a means of transportation.</p>										✓
			<p>Second comment: provide policies to create bike lanes along County roads and encourage municipalities to also provide these lanes. Many cyclists use roads in the County as there are no alternative paths, thus the County needs to be responsible by recognizing this public use of a public roads, to endeavour to make their roads as safe as possible for all roads users.</p> <p>I am requesting to be kept informed via email of future master plan update drafts.</p>			✓							
05	2022-05-30 Email	[REDACTED]	<p>I hope this message finds you well. Attached is a brief written submission to assist in Simcoe County's study. Additionally, I've attached supplementary documents which are referenced in the submission.</p> <p>Introduction</p> <p>Simcoe County's rapid growth warrants a thoughtful review of transportation corridors to support movement around the region, including into tourism destinations such as Collingwood and the Town of the Blue Mountains. The</p>	✓									

ID	Date & Method	Contact	Correspondence / Information	Theme / Topic								Actions / Commitments / Notes
				Roads	Transit	Active Trans.	Goods Trucks	Safety	Envir.	Plans / Policy	Pop. / Emp.	
			<p>following submission will comment on the critical importance of County Road 91 to safe traffic movement in Clearview Township.</p> <p>Recommendation</p> <p>We strongly recommend that the County of Simcoe stop the closure of County Road 91 – a critical east-west throughfare for local traffic, regional tourism, and agricultural mobility. Moreover, noting its exclusion from the Transportation Master Plan (TMP), the road’s use requires further study in the County’s planning process.</p> <p>Proposed Closure of County Road 91 in Clearview</p> <p>Clearview Township has continued to pursue a nearly 15-year-old plan to close a portion of County Road 91, in spite of increasing traffic on the roadway. The proposal does not meet the region’s infrastructure needs and is inconsistent with the County’s growth plans.</p> <p>A traffic study conducted by Clearview Township in 2021 reported daily traffic volumes of up to 2,500 vehicles on the portion of 91 which it plans to shut down.¹ Should traffic be redirected towards an upgraded Sideroad 26/27 as proposed, the area will experience increased traffic congestion due to the significant difference in thoroughfare size and grade. The increased traffic pressures will create new risks for road users – including hikers and cyclists who currently use the area for recreation.</p> <p>County Road 91 is a heavily used and well-maintained roadway with clear sightlines for users. Conversely, a report by TransPlan, a leading traffic engineering firm, noted that the proposed replacement thoroughfare on Sideroad 26/27 has “steep slopes and sightline issues,” which “creates a risk of collisions.”² A comparison of County Road 91 and Sideroad 26/27 for drivers found that County Road 91 is safer at OC Townline and County Road 10.</p> <p>Moreover, in contemplating its master plan, Simcoe County must consider the broader impacts of its decision on regional transportation. Throughout previous consultations related to the Sideroad 26/27 project, local businesses and neighbouring municipalities expressed concerns over the impact on their</p>									

ID	Date & Method	Contact	Correspondence / Information	Theme / Topic								Actions / Commitments / Notes	
				Roads	Transit	Active Trans.	Goods Trucks	Safety	Envir.	Plans / Policy	Pop. / Emp.		Other
			<p>operations and traffic congestion on main tourist routes.⁴ Moreover, the municipalities expressed concerns over the impact of the road closure on regional traffic flows in reported news stories.</p> <p>Conclusion</p> <p>Given the widespread and valid criticism of Clearview Township’s proposed closure of County Road 91, the County must not allow the major thoroughfare to be shut down. The impact and risks associated with closing the roadway far exceed any benefits to the region and are ultimately contrary to the region’s needs and growth plans. An additional submission can be prepared if requested.</p>										

Interactive Map

The following table summarizes feedback received via the Interactive Map from members of the public during Phase I of the TMP Update. All comments received and resulting actions/commitments are detailed in this table.

Approximate road intersections of pinned locations are included in bolded text. Correspondence following is verbatim.

Date	Correspondence/Information	Theme / Topic								
		Roads	Transit	Active Trans.	Goods Trucks	Safety	Envir.	Plans / Policy	Pop. / Emp.	Other
2021-03-29	County Road 32 and Poplar Sideroad, Clearview There is a by-pass between Stayner and Collingwood not shown on here. This should be a priority to work with other jurisdictions to facilitate inter-regional connections.	✓								
2021-03-29	County Road 9 and County Road 10, Clearview Simcoe LINX or other service should connect Collingwood, Stayner and Grey County with GO services rail and bus.		✓							
2021-03-29	County Road 27 and Flos Road 5 East, Springwater LINX should link to GO services – train and bus with more timetable options		✓							
2021-04-07	County Road 90 and County Road 28, Springwater Have had numerous negative experiences with motorists while biking to work along Hwy 90. Consider wider paved shoulders?			✓						
2021-03-29	County Road 20 (Ridge Road West) and Line 3 South, Oro-Medonte Marker here as an example. Scenic routes should be designated for slower speeds, cyclists and parkway style roads for tourism and residents use. Numerous other potential locations on beautiful coastal routes.	✓		✓						
2021-03-25	County Road 21 (Innisfil Beach Road) and 20th Sideroad, Innisfil We desperately need a safe bike route to Yonge Street from Alcona (on 7 th line or 8 th line).			✓						
2021-03-31	County Road 21 (Innisfil Beach Road) and County Road 4 (Yonge Street), Innisfil Upgrade of IBR needs to include a combined bike lane/sidewalk on each side.			✓						
2021-03-31	County Road 21 (Yonge Street) between 4th Line and 3rd Line, Innisfil Limit widening of this road to one lane in each direction plus one left turn lane, plus at last one wide sidewalk/bike lane	✓		✓						
2021-04-09	County Road 21 (Innisfil Beach Road) and County Road 27, Innisfil Need a multi-use trail connecting to Trans Canada Trail.			✓						
2021-03-25	7th Line and CN Rail Corridor, Innisfil Please start building the Orbit/Go train stop....this would be a great addition.		✓							

Date	Correspondence/Information	Theme / Topic								
		Roads	Transit	Active Trans.	Goods Trucks	Safety	Envir.	Plans / Policy	Pop. / Emp.	Other
2021-04-09	6th Line and CN Rail Corridor, Innisfil County TMP will be to include transit and active transportation connections to Innisfil GO station.		✓	✓						
2021-04-09	6th Line and CN Rail Corridor, Innisfil Innisfil GO needs to be identified on map.		✓							
2021-03-27	County Road 4 (Yonge Street) and Line 12, Innisfil Needs to be widened to much traffic for single lane.	✓								
2021-04-09	County Road 4 (Yonge Street) and 6th Line, Innisfil Include separated multi-use trail as part of Yonge St widening.			✓						
2021-03-26	County Road 54 and 4th Line, Innisfil Number of collisions at this intersection. Upgrade to flashing red reminder light on stop signs.					✓				
2021-03-31	County Road 54 north of 4th Line, Innisfil Limit road widening of this road to one lane each direction plus a left turn lane, plus at least one wide sidewalk/bike lane.	✓		✓						
2021-04-09	County Road 54 north of 5th Line, Innisfil Include multi-use trail as part of future improvements.			✓						
2021-04-09	County Road 27 and 5th Line, Innisfil Include separated multi-use trail as part of future Hwy 27 improvements.			✓						
2021-04-09	County Road 89 between County Road 10 and County Road 4, Innisfil Include multi-use trail on future Highway 89 improvements.			✓						
2021-03-29	2nd Line and Sideroad 20, Innisfil Why no trails in Innisfil?? Trails seem to end in places with no rationale. Which are walking vs cycling trails? Are e-bike permitted as there could be conflicts on the trails.			✓						
2021-04-09	ON Hwy 400 and 6th Line, Innisfil Future 6 th Line interchange will need to be identified/considered.	✓								

Appendix G: Round 2 Public Opinion Survey Summary

ENGAGEMENT SUMMARY

County of Simcoe Transportation Master Plan Update

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Round 2 Public Opinion Survey Summary

Information regarding the online survey conducted as part of Public Information Centre 2 is summarized as follows:

- Appendix G.1: Survey Findings
- Appendix G.2: Detailed Survey Comments
- Appendix G.3: Survey Questionnaire

Note: A separate Public Opinion Survey report details Round 1 survey findings for the public opinion survey conducted as part of Public Information Centre 1.

G.1 Survey Findings

A public opinion survey was the primary tool used to collect input during Public Information Centre 2, conducted as part of the County of Simcoe TMP Update. The survey questionnaire is included in Appendix G.3.

Survey results are described subsequently, highlighting key findings that inform the project team throughout the study process.

The survey included free-form text responses that were grouped by common message where feasible. The survey had a total of 181 responses with at least one question answered beyond the initial questions about respondent location and age.

G.1.1 Respondent Information

Location information was required for participation, and respondents were also asked whether they live in a rural setting or built-up area. Exhibit G.1. shows the distribution of respondent locations. Total survey responses are also compared to the population of each municipality in Exhibit G.2.

Exhibit G.1: Respondent Location Distribution

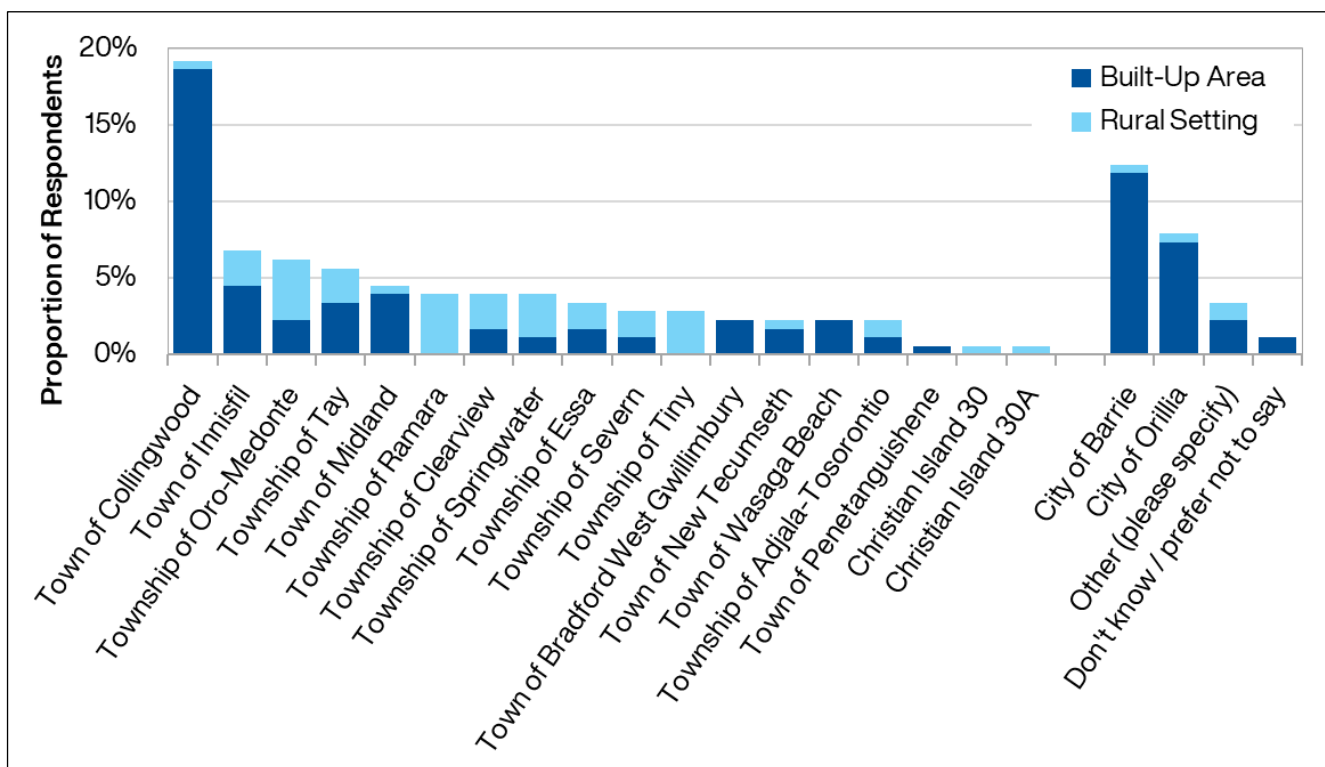


Exhibit G.2: Survey Participation by Rates by Municipality

Jurisdiction	2016 Population	Survey Responses	Response Rate per 1,000 residents
Township of Adjala-Tosorontio	10,975	4	0.36
Town of Bradford West Gwillimbury	35,325	4	0.11
Township of Clearview	14,151	7	0.49
Town of Collingwood	21,793	34	1.56
Township of Essa	21,083	6	0.28
Town of Innisfil	36,566	12	0.32
Town of Midland	16,864	8	0.47
Town of New Tecumseth	34,242	4	0.12
Township of Oro-Medonte	21,036	12	0.57
Town of Penetanguishene	8,962	1	0.11
Township of Ramara	9,488	8	0.84
Township of Severn	13,477	5	0.37
Township of Springwater	19,059	7	0.36
Township of Tay	10,033	10	1.00
Township of Tiny	11,787	5	0.42
Town of Wasaga Beach	20,675	4	0.19
Total Simcoe County	305,516	131	0.43
Christian Island 30	-	1	-
Christian Island 30A	-	1	-
Mnjikaning First Nation 32	-	0	-
City of Barrie	-	23	-
City of Orillia	-	15	-
Other	-	6	-
Don't know / prefer not to say	-	4	-
Total Responses	-	181	-

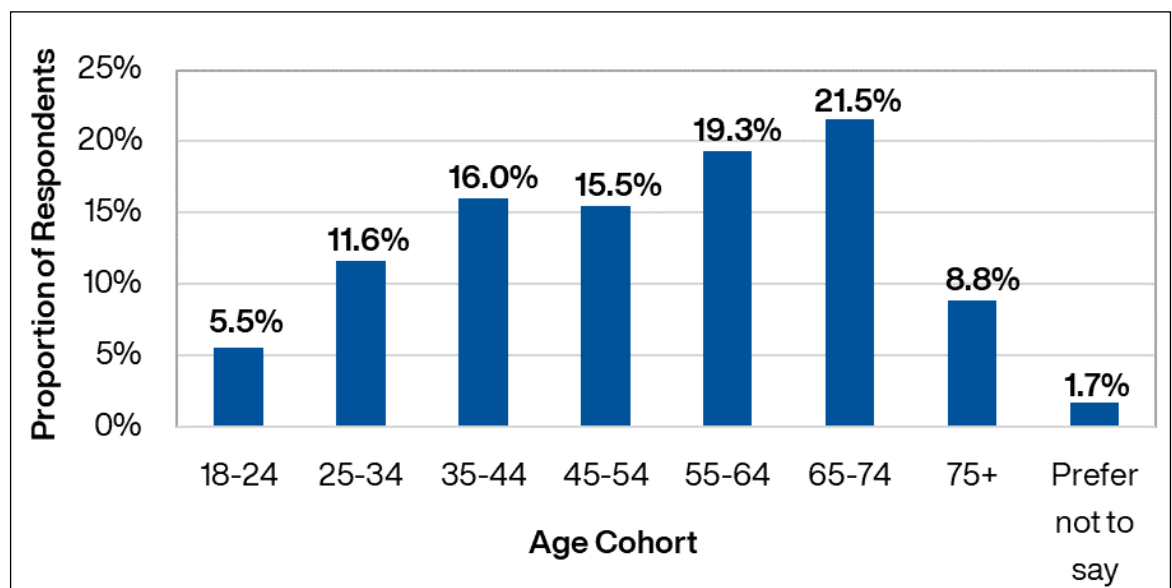
All sixteen of the County of Simcoe’s local municipalities were represented among respondents, with representation ranging from 1 response for the Township of Penetanguishene to 34 for the Town of Collingwood. The most active local municipalities were Collingwood, Innisfil and Oro-Medonte, representing 32% of all responses. A total of 29% of respondents live outside the County of Simcoe, mainly from the City of Barrie and City of Orillia. A total of 67% of survey respondents live in a built-up area and 29% live in a rural setting (the remaining respondents chose not to respond).

In analysing the responses, it is kept in mind that the survey may skew toward the concerns and priorities of those who geographic context is more strongly represented. The survey responses must be taken as indicative only, as no attempt has been made to adjust for any biases by weighting responses differently based on the respondent location or age. Quantitative summaries or the number of comments on a topic will provide insights but will not provide definitive study direction.

G.2.1 Age Cohorts

All age groups were represented among survey participants, as shown in Exhibit G.3. Those in the 55-64-year-old age and 65-74-year-old age cohorts were especially active, representing about 19% and 22% of respondents, respectively.

Exhibit G.3: Survey Participation by Age Cohort



G.3.1 Proposed Road Network

A map outlining the draft recommendations for the road network was presented in the survey questionnaire (shown in Appendix G.3). Survey participants were asked, **“What road projects would you prioritize?”** Results are summarized in Exhibit G.4 (priorities of provincial road projects) and Exhibit G.5 (priorities of all remaining County projects).

Of the recommended road projects under County jurisdiction, the following were the most selected among respondents for the TMP study to prioritize:

- Nottawasaga 27/28 Sideroad Upload (20% of respondents);
- 12 Concession Sunnidale Road Upload (18% of respondents); and
- Flos Road 4 Upload (16% of respondents).

The following provincial road projects were the most selected among respondents for the TMP study to prioritize:

- Highway 400-404 Link – Bradford Bypass (19% of respondents); and
- Highway 400 New Capacity Expansion (18% of respondents).

Exhibit G.4: Response to Provincial Road Project Priorities

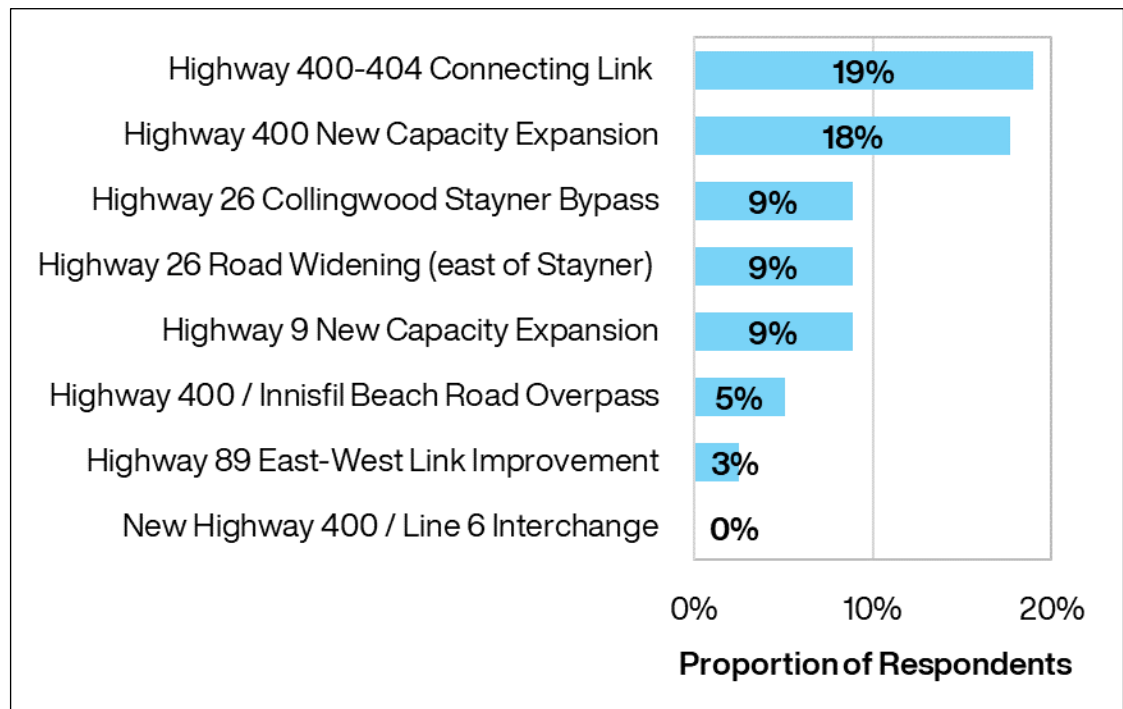
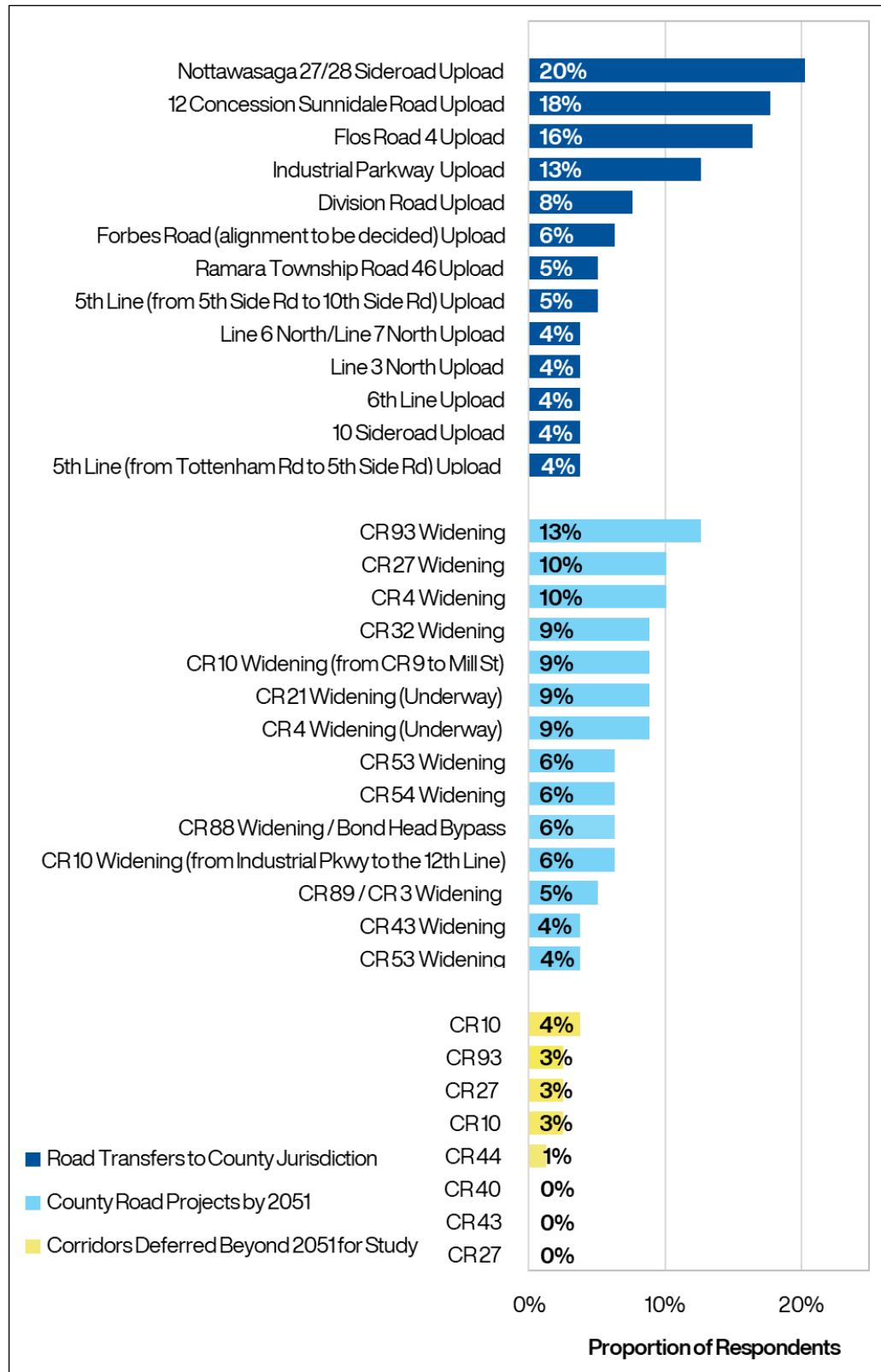


Exhibit G.5: Response to County Road Network Project Priorities



Participants were also asked, “**Are there any changes to the proposed road network you would like to see?**” Responses are summarized below, with the number of related comments indicated in parentheses:

- Address congestion issues / identify operational improvements along specific roads (e.g. CR 93, Collingwood bypass, CR 10 between Angus and Alliston, implement left-turn lane at CR 27 and Mills Circle, CR 27 bypass around Barrie). (5)
- Emphasis on electrification (e.g., electrify LINX bus fleet, support electric vehicle charging). (4)
- Expand or improve provincial highways (e.g. Hwy 12 between Orillia and Midland, Hwy 404 north, Hwy 400 and Hwy 11 connectivity). (4)
- Build cycling facilities along specific roads (e.g. CR 1 in Beeton, Mackay Road in Innisfil, connections between Nottawa and Collingwood). (3)
- Address the need for a Hwy 400 bypass around Barrie. (3)
- Emphasis on the implementation of cycling facilities and the expansion of the cycling network. (3)
- Implement speed calming measures on CR 9. (2)
- Preference for the implementation of roundabouts. (2)
- Transparency on the funding for these projects.
- Indicate which road projects will include active transportation infrastructure.
- Avoid tolling roads.

G.4.1 Proposed Transit Strategy

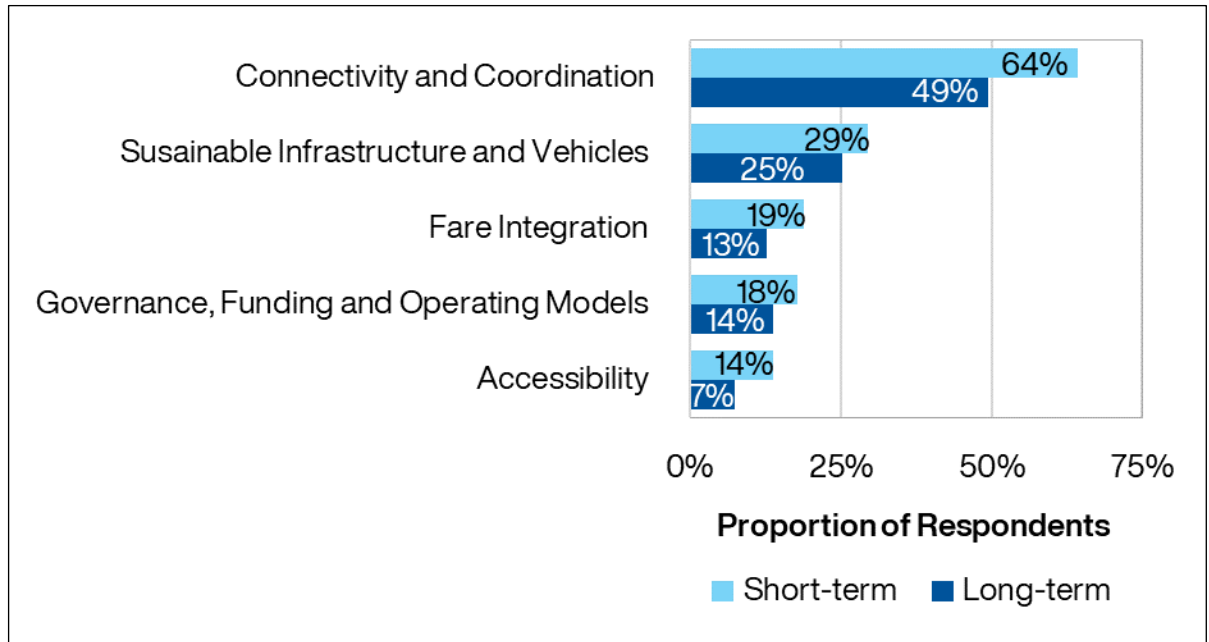
The draft short-term and long-term actions for transit were presented in the survey questionnaire (shown in Appendix G.3). Survey participants were asked, “**What transit actions would you prioritize?**” Results are summarized in Exhibit G.6.

Of the recommended transit actions, the following were the most selected among respondents for the TMP study to prioritize:

- Connectivity and Coordination – Short-Term Actions (64% of respondents);

- Connectivity and Coordination – Long-Term Actions (49% of respondents); and
- Sustainable Infrastructure and Vehicles: (29% of respondents).

Exhibit G.6: Response to Transit Action Priorities



Survey participants were also asked, “**Are there any changes to the proposed transit actions you would like to see?**” Free-form responses are summarized below, with the number of related comments indicated in parentheses:

- Prioritize the integration and expansion of provincial and regional transit services (e.g., regional bus service connecting Innisfil, extend GO Transit between Simcoe County, the City of Barrie and the City of Orillia). (12)
- Establish longer service hours and more frequent bus service, especially within tourism, industrial and commercial zones. (10)
- Expand / improve LINX transit service at specific locations (between Hometown Retirement Community and Park Place to Walmart and the beach in Collingwood, along 20th Sideroad, between Midland and Barrie, Port McNicoll, weekend LINX service between Wasaga Beach and Barrie, Alliston). (6)
- Integrate active transportation networks with the County’s public transit services. (3)

- Expand / improve GO Rail service (e.g. to Orillia, to Collingwood). (2)
- Consider a partnership with ridesharing companies to provide regular service to the public. (2)
- Address the need for expanded transit routes and services in rural areas. (2)
- Focus on land use planning and intensification. (2)
- Focus on implement affordable transit systems and reduce the cost of the current system.
- Combine local municipal services into a single transit service.
- Consider electric or hybrid buses.
- Consider alternate transit services in areas of low ridership (between Creemore, Stayner and Barrie).
- Protect existing rail corridors for future transit use.
- Consider a south Georgian Bay regional strategy.

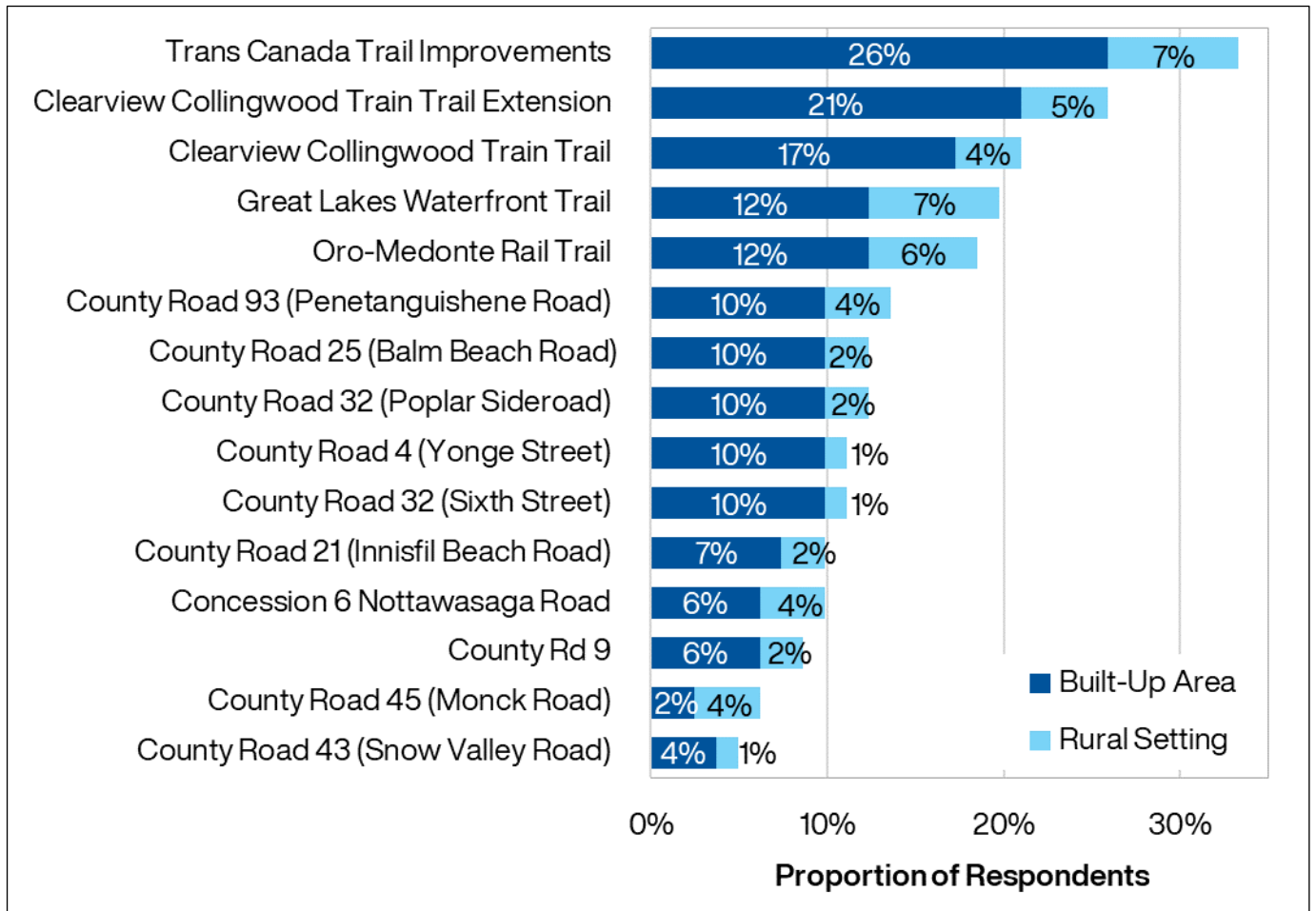
G.5.1 Proposed Active Transportation Network

A map outlining the draft recommendations for the active transportation network was presented in the survey questionnaire (shown in Appendix G.3). Survey participants were asked, “**What active transportation projects would you prioritize?**” Results are summarized in Exhibit G.7.

Of the recommended active transportation projects, the following were the most selected among respondents for the TMP study to prioritize:

- Trans Canada Trail Improvements (33% of respondents);
- Clearview Collingwood Train Trail Extension / Barrie Collingwood Railway Trail Extension (26% of respondents); and
- Clearview Collingwood Train Trail (21% of respondents).

Exhibit G.7: Response to Active Transportation Project Priorities



Survey participants were also asked, “**Are there any changes to the proposed network you would like to see?**” Free-form responses are summarized below, with the number of related comments indicated in parentheses:

- Need for dedicated cycling facilities at specific locations to improve safety (e.g. Concession Road 6 and CR 91 in Clearview, Fairgrounds Road in Clearview, connections between Creemore and Collingwood, crossing of Poplar Sideroad and train trail, along CR 89, connection between Collingwood and Wasaga, Hwy 93 between Midland and Barrie, connections south from Ramara, along CR 23, along CR 25/ Balm Beach Road, along CR 21, along CR 1, connections to Honda plant, connections to Bruce Trail). (12)
- Overall need for improved, connected and paved active transportation infrastructure. (3)
- Do not implement cycling facilities at specific locations (CR 9 due to homeowners, Sixth Line in Clearview due to road context). (2)

- Permit snowmobiles on Clearview Collingwood Train Trail and extension.
- CR 124 through Nottawa is very dangerous to pedestrians–traffic calming is needed.
- Improve seating and washrooms along Oro-Medonte trail.
- Develop a south Georgian Bay regional active transportation strategy.

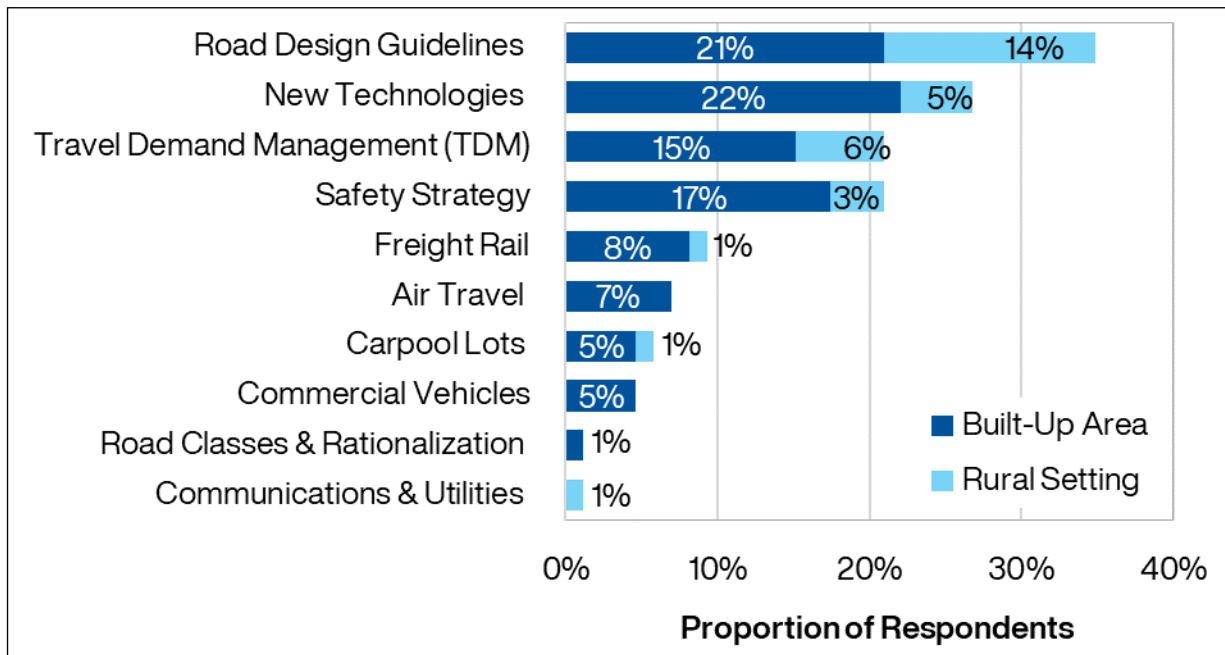
G.6.1 Proposed Strategies to Improve Transportation

The survey presented the draft strategies to improve transportation (shown in Appendix G.3). Survey participants were asked, “Which of these draft recommended strategies would you prioritize?” Results are summarized in Exhibit G.8.

Of the proposed strategies, the following were the most selected among respondents for the TMP study to prioritize:

- Road Design Guidelines (35% of respondents);
- New Technologies (27% of respondents);
- Travel Demand Management (21% of respondents); and
- Safety Strategy (20% of respondents).

Exhibit G.8: Response to Strategies to Improve Transportation Priorities



Survey participants were also asked, “**Are there any changes to the proposed strategies you would like to see?**” Responses are summarized below, with the number of related comments indicated in parentheses:

- Implement / expand passenger rail service / improve inter-jurisdictional travel connections. (8)
- Implement traffic calming to respond to speed and safety concerns (e.g. Collinwood, Stayner, Nottawa). (4)
- Expand electric vehicle charging stations. (3)
- Improve, expand and integrate a County-wide active transportation network. (3)
- Establish a partnership with ride-sharing companies to supplement public transit. (2)
- Create separated lanes on multi-use trails and roads for recreational vehicular use (e.g. ATV, snow mobiles, etc.). (2)
- Improve pedestrian safety and road conditions in Tottenham / consider a bypass around the downtown. (2).
- Implement roundabouts to improve road user safety (e.g. CR 27 and Hwy 26). (2)
- Implement hydrogen powered vehicles.
- Improve road maintenance.
- Establish complete street policies (e.g. vision zero policy, protected intersections, pedestrian crossings, active transportation policies etc.).
- Address safety concerns at specific locations (e.g. left-turning from Mills Circle to CR 27, speed concerns along CR 27 from CR 22 to Hwy 26).
- Electrification proposal is not justified – conduct cost analysis.

G.2 Detailed Survey Comments

Q5. Are there any changes to the proposed road network you would you like to see?

Project K - change to realign Line 6 to merge with Sugarbush entrance or better: continue Line 7 through to Mount St. Louis Rd and use Line 7 as a county rd from Hwy 11 to Rd 19
realignment of Hwy 27 at Essa road to better support North/South traffic on Hwy 27. Find a way to extend Hwy 27 to Miller and build up Miller to 40/53 and create a better Barrie Bypass
Improvements to Hwy 11 south, merge point with Hwy 400 S, and Highway 400 S past Barrie. Summer cottage traffic is ridiculous.
County Rd 9 traffic is getting worse every year. Too many cars on a road that was never built for it. Speeding, drag racing and volume of cars plus I credit levels of noise. Speed reduction would be a good start. ASK the people who live on this road. On some days it is unbearable.
Left hand turn lane from CR 27 to Mills Circle. Repaint lines to allow for safe turn. Solar powered sign warning drivers of left turn.
I would like to see the speed limit on County Road 9 from Dunedin to Maple Valley reduced to 60 kms per hour to reflect the volume and nature of traffic and dangers on the road.
None to the proposed network, but 12 Hwy between Midland and Orillia needs attention. If not a full widening, at least more areas with double lanes
More work on 93. In winter when the highway gets closed it's a main corridor North for motorists.
Paved shoulders on County Rd 1 Beeton to Hwy 50 So glad you recognize that not all cyclists are recreational. Some of the through roads need to have space for bikes so we can get from point A to B
Investments into green electric linx busses versus using diesel as planned. This will cost tax payers as spring costs of diesel and an adverse impact to the rural urban ideology of living. Electric offers clean, and quiet operation with less service costs in labour and down time especially if there is only to be 3 purchased.
It would be nice to see some consideration for a possible bypass of the 400 around Barrie, or some treatment that eases the congestion seen on Friday afternoons and Sunday afternoons during "cottage season". The overflow on to city streets regularly creates unsafe conditions
Horseshoe Valley Road
I would like to see an alternate to hwy 400 through Barrie.
Hwy 12 going through Orillia should be expanded as a priority now and I dont even see it considered here. It needs to be expanded to four lanes to reduce gridlock. Housing is

Q5. Are there any changes to the proposed road network you would you like to see?

affordable enough families are leapfrogging north and commuting to the city each day. Need more zero emission options, Go Train to Orillia and Muskoka areas.
Hwy 12 through Orillia and south
Clearview Rd 91 from Duntroon west to the county line returned to county road status and recognized as an essential east west corridor across the escarpment
As above. Toll roads are a drain on going green, as they cause gridlock on the other major route, due to people being unable to afford the high tolls. Expand the 404 to above Barrie. Ditto for Hwy 27.
More connection by bike between centres. More traffic circles
Where is this money coming from the government has been spending money like an insane person on covid and with the forced election and now this? We have a cash problem and we need to stop acting as if funds are unlimited. And if you do this stop using the garbage concrete that is the worst for pollution and go to an economic smart and climate smart alternative. I know Lafarge has those options.
I'd like to see rounabouts used much more often given the number of collisions and near misses at two way stops on County roads in Simcoe.
Electrify the Linx system.
Bicycle lanes
More bike lanes in Collingwood and surrounding areas
Mackay Rd, improvements with cycle lane
Bypass Orr Lake and Hillsdale vs creating 4 lane for 93 to remove bottlenecks.
A safe way to get from Nottawa to Collingwood on bike or foot. A bike lane or sidewalk would be ideal. Save a lot of people using cars to go into town.
please detail what projects will include active transportation (dedicated bike lanes) infrastructure.
There seems to be nothing in Essa Township on this list. CR 90 was just redone a few years ago and you can see the vast improvement it has made. CR 10 from Angus to Alliston is a popular route for Angus residents wanting to avoid Barrie, or those who work at Honda. It's a two-lane road without any centre turning lanes.
See my comment for Item 4 above.
Bypass from 26 to 124
25 - Ditch Bradford bypass project
A bus line throughout 20th side road

Q7. Are there any changes to the proposed transit actions you would like to see?
Connections to GO trains
Bring some trains here,
Recommendation for the investigation of partnership options for the delivery of transit service between Simcoe County and the City of Barrie and the City of Orillia
Longer hours active and add busses to each Corridor to shorten wait times
Review bus usage. Discontinue underutilized routes. Adopt partially funded Uber to residents with discontinued routes.
I see many buses running from Creemore to Stayner and on routes from our area to Barrie that are not utilized. The service was added with monies that could only be spent on "transportation" projects. There must be better alternatives to meet the needs of few travelers than running empty buses most of the time. What happened to the pilot projects to have ride sharing companies provide this service??
Yes. Transit Route 6 needs to stop in Port Mcnicoll
commuter rail throughout the county including the collingwood line
I would like to see transit routes connected to rural areas (especially) where much of the population is seniors.
Places like Innisfil are hugely popular in summer due to access to beaches, but residents become overrun with tourists' vehicles to the point we become blocked in our own driveways. Not only is the increase in vehicles frustrating, it has a massive environmental impact. Busses aimed at tourist areas could eliminate a lot of traffic, emissions, and headaches.
The need to assess the need of communities to have access to grocery stores, health care, pharmacies, banks, employment & education. Isolated & underserved communities need transportation.
Combined regional transit service, like York Region has
zero emissions buses-what size do they have to be? minibuses or vans are less costly to operate and less polluting. electric or hybrid wherever possible
More availability
Would like to see LINX route 2 service added on weekends to connect from weekend GO Trains in Barrie to Wasaga Beach - this will allow for connections from Toronto for tourists without a car.
See 6
Understanding that our greatest transit challenge here is density, I'd like to see cities and townships work to create more intensification. Transit will presumably follow.
i like the short-term action and want to see regional bus service be available within the town of INNISFIL

Q7. Are there any changes to the proposed transit actions you would like to see?

The Connectivity and Coordination should also look to integrate with provincial transit services (GO Transit)
More focus on integration of cycling as a mode of transport as part of the overall system
Extend GO Transit up to Orillia.
Make GO Transit connection a higher priority. Right now it takes 3 hours to get from orillia to allandale go
Highlight the importance of active transportation
The Walker Aggregates potential replacement of CR91 with a useless, environmentally damaging, EIS inadequate, and alternatives scare buyout is not acceptable. The TMP MUST consider the affect of CR91 being sold, inappropriately, to Walker Aggregates by the Clearview Township set of lackeys who chose not to abide by the public's strong desire to not permit this sale. The TMP must forcefully present the assumptions this risk represents. So far, both SC and the consultant have their heads in the sand. Fix this now and publicly present the real engineering traffic considerations. What we have seen so is inadequate. Chris Mifflin P Eng
Integration w active transit and last mile strategies
Save all rail corridors that can be identified for use in future rail car or LRT.
Connectivity and Coordination
Consider partnership with local cab companies to provide regular schedule for rural transit. Help people stay in their own home.
Expanded service
There should be a bus to service Hometown Retirement community and Park Place to Walmart and beach area.
Eliminate the current system. It's too costly and does not adequately serve users.
Remove bottlenecks on 93.
Need to consider a wider South Georgian Bay regional strategy. The County borders silos should be overcome.
Simcoe County is made up of many small rural settlement areas. I'm sure the experts have thought this through, but I can't see how transit could work for someone like me who has to drop young children at before-school care, travel to work, make it back to the school in time for the bell, and then travel home. And taking into consideration if there is an emergency that requires me to pick them up early. I realize everyone's situation is different, and mine doesn't necessarily apply to everyone, but given the way development has taken place across the County, and where people live/work, not sure how people can be convinced to give up their car trips for public transit.

Q7. Are there any changes to the proposed transit actions you would like to see?

More frequent bus service from Midland to Barrie.

Smaller more frequent buses. All day GO service.

Identify and implement more buses to reduce the wait time between transfers and bus stops

Q9. Are there any changes to the proposed network that you would like to see?

Separated bike paths please!

Grey county has excellent wider, paved shoulders for cyclists. We need wide, safe shoulders, proper STR signs that are bright & speed enforcement. Conc 6, Fairgrounds into Clearview are busy with farm equipment, truck traffic, locals that speed and tourists that are unfamiliar with roads, which has resulted in dangerous cycling conditions. Conc 6 @ CR91 is a brutal corner! So many near misses of cyclists, motorcycles and truck traffic. There needs to be a multipurpose bike trail from Collingwood into Creemore if we want to promote cycling destination. The train trail extension is also a high priority! Would love to see the connection all the way into barrie

You can't put in a bike lane without amending County Rd 9 in many places. This road goes through escarpment where homeowners have had to make many concessions to the Escarpment Committee.

Paved trails

Any roads that are proposed to be shared with any non-motorized transit should have reduced speed limits that reflect the risks inherent in having mixed use traffic.

South of Hwy. 12 in Tay Township.

If you are prioritizing cycling, you need to prioritize extended shoulders for cyclists. Seeing cyclists on major routes like Innisfil Beach Rd or 93 is not great as a driver as there is extensive traffic both directions and little means to get around them while giving them 1m of space. We may like to think they will ride on dirt shoulders, but experience says they don't. Innisfil Beach road already has a dark history of cyclist death, and no improvements have been made to the area, yet the memorial has been removed.

do not focus on the Sixth line of Clearview, not unless you want to take over that road and widened and improve it.

there is a sad lack of cycling routes in the SE corner of the County. Cty Rd 1 could use some paved shoulders With Honda being the biggest employer, it doesn't look like anyone could bike to work safely. What about something from Alliston to allow access to the Trans Canada Trail at or before Cookstown

Q9. Are there any changes to the proposed network that you would like to see?
Would like to see an emphasis on complete trails - including marked crossings at roadways, and continuation of separated bicycle infrastructure from the end of a trail to a nearby downtown location.
Improve cycling along Highway 93 from Midland to Waverly to Barrie
Much greater focus on making cycling safer. Road shoulders to be maintained and well marked
GLWT: safer connection between Collingwood and Wasaga Beach Better cycling lanes from Collingwood South to Creemore. Mandatory paved cycling shoulders for regional roads.
Integration with Bruce Trail
More rail travel routes
Additional AT infrastructure to travel south on the eastern side of Lake Simcoe, connecting to Durham Region through Brock.
Bike lane on Vasey rd, county rd 23. Oro mrdonte trail need more seating and porta potties
Eliminate E
Link from Atherley to Brechin should be shown. -- Pave CR shoulders 1 m plus
Many of these proposed bike trails are (G, H, I for example) are also very busy walking trails. Would need to clearly separate bikes from walking as they do in Vancouver. Would be good to have more bike lanes on streets vs. taking over the walking trails.
10th line on cycle network from cr54 to Lake Simcoe
County road 124 - through village of Nottawa is dangerous. Crossing the road is absolutely ridiculously dangerous. A stop sign, speed bumps - something has to be done to slow it down. The town is growing and the problem will only get worse. It's not connected with a safe way to get into town (Collingwood) without using a car.
Again the county border should not be an impediment to a South Georgian Bay regional Active Transportation strategy.
Balm Beach road from 93 would be an excellent active transportation corridor. Bike lanes on Yonge street would be able to continue westward. An off-road multi-use pathway 3.0m + on the north side would be the best option for the corridor.
allow snowmobiles to use the clearview collingwood train trail and extension in the winter months (multi use trail)
Inner Barrie cycling lanes to bike to work. Gas and vehicle prices have forced us to downgrade our two vehicle home to a one vehicle home. Since I work in the city, I should be able to bike to work safely while reducing our community's carbon footprint.
Improve crossing of train trail at popler sideroad

Q9. Are there any changes to the proposed network that you would like to see?

There is an immediate need for a pedestrian crossing signal where the Clearview Collingwood Train Trail crosses County Road 32 Poplar Sideroad. High traffic volumes on both the road and the trail.

Add trail along hyway 89 from trans canada to lake

Q11. Are there any changes to the proposed strategies you would like to see?

Yes, more on active transportation--paved shoulders on county roads, etc

Passenger rail please!

Consolidate support of ride-sharing companies like Uber to supplement transit. For example, I live in Orillia, but I can't take a bus to Bass Lake Provincial Park, and a taxi from Orillia would be expensive. We need to support alternative transportation platforms to make life more mobile.

Round About- CR 27 and CR 26- Dangerous Left Turn. Traffic Speed- CR 27 between CR 26 and Horseshoe Valley Rd. Left hand turn lane from CR 27 to Mills Circle- vehicles passing on left- accident waiting to happen!

I would like to see the impact of traffic on residents in communities explicitly recognized as a factor in decisions. We live here full-time. The impact of volume of traffic and noise from ATV's and motorcycles needs to be considered in your planning.

A bit off the topic but still relevant to pedestrian traffic. Drive through restaurants seem to be designed only for cars. Pedestrians have to cross through the lineups in order to get inside the store. Dangerous and poor planning. It makes people stay in their cars.

Uber needs improvement

Public access transit

Bypass or alternative route for trucks via Queen street from Alliston south to highway 9. Road damage and risk to school bound children and disruption of the downtown core feel in Tottenham.

Too many political and related special interest considerations. Since cycling, atv use, snow mobility and walking are primarily recreative, the recreative use must be separated from the business/ daily requirement use. Vehicle roadways should be kept separate from recreational paths and trails.

More roundabouts. I'm strongly in support of electrification but believe that adding charging stations at county facilities, etc is short-sighted. The key is for home charging to be more accessible. That means finding ways to support drivers who do not live in single family homes.

More focus of cycling and active commuting as a part of the system

Q11. Are there any changes to the proposed strategies you would like to see?

I would like to see a strategy for recreational vehicles, particularly snowmobiles. It is getting harder and harder for the clubs to find safe and viable paths for them to get to various points of interest and cooperative landowners. I think the county and municipalities should play a greater role in ensuring there is appropriate space and connectivity and include them in all transportation plans. Without planned routes and connectivity, snowmobilers make their own routes or create shortcuts which leads to unsafe conditions. They are not going to cease to exist so let's plan with them and promote the tourism. Not sure if it is included in new technologies but we need the appropriate infrastructure and policies to separate e-bikes and scooters from active transportation folks and consider them as well. Same discussion as the snowmobilers.

need major buildout of EV charging stations. Mandatory incorporation into any new build construction (both commercial and residential).

Strengthening inter jurisdictional travel links

More GO TRANSIT & rail routes.

I don't see anything here about transit. It's all about cars trucks

Passenger rail service

Reductions in speed limits

Rail for people

Given the proximity to Pearson Airport I find it highly unlikely that the County's airport will ever carry a meaningful number of passengers, please make future budgeting decisions with this in mind.

Freight corridor expansion with plan to expand passenger rail service

Eliminate the electrification proposal. It's too costly with virtually no benefit to society. A cost analysis of the proposal is needed including the cost to the environment associated with mining minerals to produce batteries with limited lifespan.

Safety strategy for speed control in downtown residential areas in Collingwood.

SAFE Active transportation needs to be prioritized

Remove bottlenecks on 93.

Slow traffic down through villages. Stayner duntroon Nottawa etc.

GO transit from Collingwood to Toronto

No comment.

complete streets policies are critical. The county should enact a vision zero policy and then work towards protected intersections, pedestrian crossings, separated and protected active transportation policies and projects.

Better road maintenance

Q11. Are there any changes to the proposed strategies you would like to see?

I think that incorporating bike trails through Hydro corridors would provide safe biking routes for many miles and would be a way for people living outside of Barrie to ride into the city more safely. Has this ever been considered?

New technologies. I would like to see more electric car charging stations. Road design guidelines. Integrate bike lanes into the inner city of Barrie. With the rising cost of gas and vehicles, not everyone can afford to drive to work, but can't bike there safely.

car pool lots do not appear to be effective based on the vehicles observed in the lots.

Include hydrogen powered vehicles in design. Where intersections are equipped with traffic lights that also have walk signals installed I would suggest these be standardized to change the light to yellow when the walk signal reaches 'O'. Not all lights change when the walk signal reaches 'O'. This causes confusion for drivers as well as pedestrians. I would be willing to further elaborate on this with your traffic department.

G.3 Survey Questionnaire

The complete survey questionnaire, as it appeared as part of PIC 2 on the project webpage (www.simcoe.ca/TMP), is provided subsequently.

Simcoe County Transportation Master Plan Update Public Survey for Public Information Centre 2

A Transportation Master Plan (TMP) is a long-term plan that guides the expansion and management of transportation infrastructure and services.

The County is updating its TMP, and your input will provide the project team with important information about the County's proposed transportation recommendations.

For additional information, please review the public display boards available at simcoe.ca/TMP.

Press "submit" when you have completed the questions you would like to answer.

Respondent Information

1. Where do you live (select one)?
 - Town of Bradford West Gwillimbury
 - Town of Collingwood
 - Town of Innisfil
 - Town of Midland
 - Town of New Tecumseth
 - Town of Penetanguishene
 - Town of Wasaga Beach
 - Township of Adjala-Tosorontio
 - Township of Clearview
 - Township of Essa
 - Township of Oro-Medonte
 - Township of Ramara
 - Township of Severn
 - Township of Springwater
 - Township of Tay
 - Township of Tiny

 - City of Barrie
 - City of Orillia

- Christian Island 30
- Christian Island 30A
- Mnjikaning First Nation 32
- Don't know / prefer not to say
- Other (please specify): <text box>

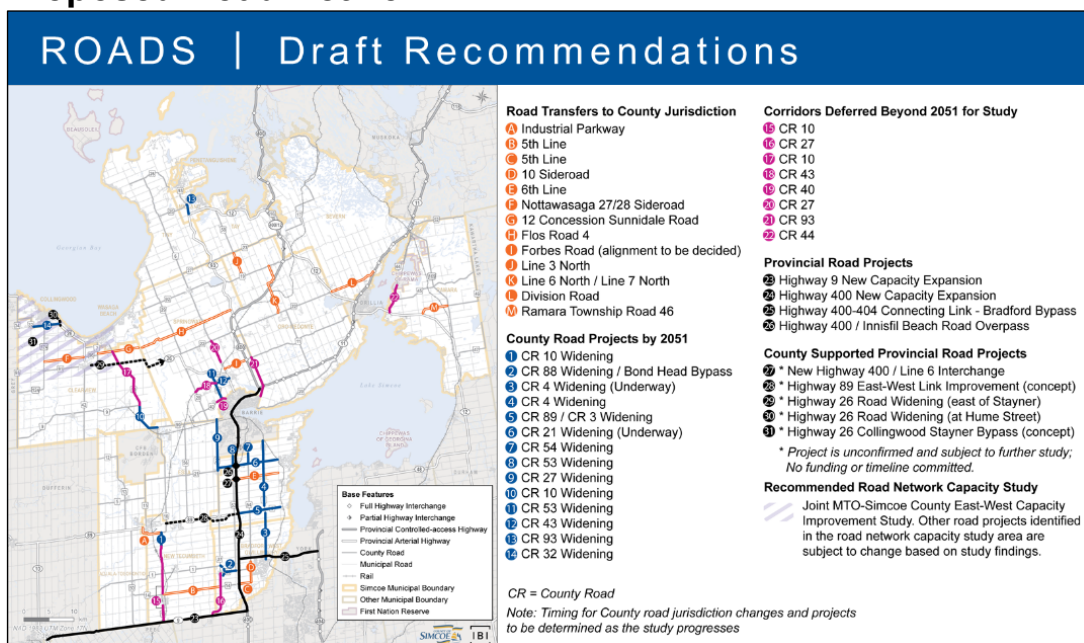
2. Do you live in a rural setting or built-up area, such as a hamlet, village, or town?

- Rural setting
- Built-up area
- Don't know / prefer not to say

3. What is your age category?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to say

Proposed Road Network








4. What road projects would you prioritize?

5. Are there any changes to the proposed road network you would you like to see? If no, please click “next”.

Proposed Transit Strategy






TRANSIT | Draft Short-Term Actions

The TMP recommends **short-term actions** within 5 years to support public transit based on the following key directions:

 CONNECTIVITY AND COORDINATION	<ul style="list-style-type: none">• Consolidate transit into a single system to improve the customer experience and service connectivity• Complete a review of transit terminal to allow better interchanges with municipalities• Implement weekend and late-night service trial with a focus on post-secondary and shift-work demand in evenings
 FARE INTEGRATION	<ul style="list-style-type: none">• Initiate review of regional transit fare policy• Explore technologies and products that would accommodate inter-agency fares
 ACCESSIBILITY	<ul style="list-style-type: none">• Engage transit users to determine most-need improvements for specialized transit and accessibility• Create a design standards transit stop to standardize amenities and responsibilities with other municipalities• Create standards for specialized transit transfer point with other municipalities
 SUSTAINABLE INFRASTRUCTURE AND VEHICLES	<ul style="list-style-type: none">• Investigate funding opportunities to purchase and operate zero-emissions busses• Conduct review of other transit agencies' sustainable technologies for infrastructure like bus stops and depots
 GOVERNANCE, FUNDING AND OPERATING MODELS	<ul style="list-style-type: none">• Start implementation of regional transit model as part of Regional Government Review• Review delivery need and opportunities• Improve coordination of transit vision, planning and strategy in the County of Simcoe

TRANSIT | Draft Long-Term Actions

The TMP recommends **long-term actions** beyond 5 years to support public transit based on the following key directions:

 CONNECTIVITY AND COORDINATION	<ul style="list-style-type: none">• Identify and prioritize improvements at key transit connections in conjunction with service coordination• Review and leverage opportunities for transit service coordination on key corridors
 FARE INTEGRATION	<ul style="list-style-type: none">• Implement fare strategy recommendation developed from short-term action• Monitor best practices at peer agencies for continuous improvement
 ACCESSIBILITY	<ul style="list-style-type: none">• Implement design standards framework for bus stops• Ensure that Simcoe County complies with or exceeds AODA standards
 SUSTAINABLE INFRASTRUCTURE AND VEHICLES	<ul style="list-style-type: none">• Transition to a zero-emissions buses with garage infrastructure to support new and future technology• Support the efforts of regional transit agencies to green their operations
 GOVERNANCE, FUNDING AND OPERATING MODELS	<ul style="list-style-type: none">• Complete implementation of regional transit model• Continue to refine and improve regionally integrated transit service, including connections to expanded GO Transit and intercity services• Create and implement a five-year transit plan and long-term transit vision

6. What transit actions would you prioritize?

7. Are there any changes to the proposed transit actions you would you like to see? If no, please click “next”.

Proposed Active Transportation (Walking and Cycling) Network

ACTIVE TRANSPORTATION | Draft Recommendations

The TMP recommends a **cycling network** based on priority routes:

- A** County Road 25 (Balm Beach Road)
- B** Oro-Medonte Rail Trail
- C** County Road 21 (Innisfil Beach Road)
- D** County Road 4 (Yonge Street)
- E** Concession 6 Nottawasaga Road
- F** County Rd 9
- G** Clearview Collingwood Train Trail
- H** Clearview Collingwood Train Trail Extension
- I** Great Lakes Waterfront Trail
- J** County Road 32 (Poplar Sideroad)
- K** Trans Canada Trail Improvements
- L** County Road 32 (Sixth Street)
- M** County Road 45 (Monck Road)
- N** County Road 43 (Snow Valley Road)
- O** County Road 93 (Penetanguishene Road)

8. What active transportation projects would you prioritize?
9. Are there any changes to the proposed network you would you like to see? If no, please click “next”.

Proposed Strategies to Improve Transportation

STRATEGIES TO IMPROVE TRANSPORTATION

A suite of strategies are recommended to improve the transportation system in Simcoe County as well as support previous recommendations.

<p>SAFETY STRATEGY</p> <ul style="list-style-type: none"> Develop a road safety program that regularly collects data, identifies collision hot-spots, funds safety studies, and mitigates safety issues through capital improvements Follow road and active transportation design best practices 	<p>TRAVEL DEMAND MANAGEMENT (TDM)</p> <ul style="list-style-type: none"> Monitor the need for a separate and targeted TDM program Consider hiring a TDM specialist Integrate TDM into development planning and include active transportation facilities at transit stops
<p>AIR TRAVEL</p> <ul style="list-style-type: none"> Continue to support the use of the Lake Simcoe Regional Airport for goods movement Study upgrade of 7 Line and Highway 11 in partnership with MTO to improve access 	<p>CARPPOOL LOTS</p> <ul style="list-style-type: none"> Identify gaps and provide new carpool lots to encourage ride sharing (e.g. Midland, Collingwood, Angus, Alliston, Tottenham) Undertake study to identify sites, jurisdiction and funding plan
<p>COMMERCIAL VEHICLES</p> <ul style="list-style-type: none"> County roads will continue to serve commercial goods movement, in conjunction with provincial highways 	<p>COMMUNICATIONS & UTILITIES</p> <ul style="list-style-type: none"> Ensure County rights-of-way support future utility needs
<p>NEW TECHNOLOGIES</p> <ul style="list-style-type: none"> Support the electrification of private vehicles and consider public charging stations at County buildings and offices Develop a plan to support and regulate connected and automated vehicles, and align efforts with the province 	<p>ROAD DESIGN GUIDELINES</p> <ul style="list-style-type: none"> Update road design guidelines to reflect a complete streets approach, where all road users and uses are considered Continue to use current reference guides and design manuals to ensure best practices and design standards are followed
<p>FREIGHT RAIL</p> <ul style="list-style-type: none"> Support modal shift initiatives that expand rail freight use Continue to use TAC guidance for rail grade separations 	<p>ROAD CLASSES & RATIONALIZATION</p> <ul style="list-style-type: none"> Carry forward existing functional roadway classifications Carry forward existing road rationalization framework for recommended road jurisdiction changes from previous TMP

10. What strategies would you prioritize?
11. Are there any changes to the proposed strategies you would you like to see? If no, please click “next”.

Thank you for taking the time to participate in this survey.

