

Appendix A

Public Consultation Summary

Date: July , 2008



Transportation Forums Summary

**Transportation Public Information Centres
held December 4, 5 and 6, 2007**

Communications Section

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Transportation Forums



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Transportation Forums



Participation

More than 100 people attended three Public Information Centres (PICs) for transportation during the first week of December, 2007. Participants at these forums discussed issues affecting Simcoe County in general including the deterioration of local roads and the increased volume of traffic on County roads and Provincial highways throughout the region. Many raised concerns that were specific to the geographic location of each of the forums.

Along with comment sheets forum participants used Simcoe County maps provided at each location to indicate suggested improvements, expansions, trouble locations, new roads and bypass routes. These maps reside with the Corporate Services Division at the County of Simcoe.

Increasing tourism and creating a new transportation link to the Greater Toronto Area (GTA) are important issues for residents in the Wasaga Beach area. In the Bradford area, participants talked about traffic gridlock on the 8th Line and CR 4, suggesting that building a Bradford bypass to alleviate congestion for commuters is required. Safety is also a concern in the Bradford area with high traffic volumes through residential areas along the 8th Line.

Accommodating tourism was a priority identified at the Ramara area forum as businesses in the immediate area are poised to expand.

Global concerns raised at all three forums include the need for public transit systems that link Simcoe County communities and the need to accommodate pedestrians and cyclists with sidewalks on both sides of roads in new development and cycling paths in identified areas. Several suggestions were made to enhance tourism to Simcoe County including the creation of “scenic routes” with effective signage and promotion.

This summary identifies issues raised by participants at the three forums.

Tourism

- Western Simcoe County needs to create an effective transportation link to the GTA that would enhance tourism – the region is currently missing opportunities from tourism to the area including business growth because there is no north/south GTA link
- Establishing a vehicle ferry propelled by environmentally-friendly fuel crossing Lake Couchiching would alleviate congestion on the roads in the Rama and Orillia areas, reduce pollution and increase revenue for local businesses
- Vehicle ferry would be a tourist attraction that operates during peak summer season only
- Bring back the “snow train” to Collingwood since that is the vehicle that initiated development in this area

- Major tourism destinations such as Casino Rama should be considered in Growth Plan because of the increased transportation requirements to and from those sites
- Days Inn Hotel located on Rama Road is planning to add 200 guest rooms
- Area surrounding Lake Couchiching should be developed as a recreation destination
- Communities of Atherley and Rama want to intensify, but planning has not been well coordinated in that area
- Future planning in the Rama/Atherley area should ignore political boundaries and look at the “big picture”
- Casino Rama attracts people to buy second homes in the area as well as overnight visitors and day trippers
- Casino Rama would like to build 400 new rooms and overall plan for area includes additional restaurants and tourist spots
- Consider creating a system of “scenic routes” across the County to draw tourists – scenic driving routes with effective signage and promotion. Many scenic routes could be identified and added into Simcoe County tourism plan. Initial suggestions include: best water view; best agriculture view; Ridge Road; Horseshoe Valley Road; Highway 26

Lifestyle

- Link pedestrian/cycle paths between communities
- Find ways to encourage residents to live where they work and cut down on the need for commuting longer distances
- Create incentives that would encourage residents to change existing behaviors – difficult to convert otherwise
- Simcoe County should require residential home builders to build sidewalks on both sides of the street in new development to encourage pedestrian traffic
- Offer reward system for municipalities that can demonstrate a significant increase in transit ridership/pedestrian and cyclist traffic
- Establish grant program for traffic studies to be done by municipalities
- Put emphasis on ease of movement as well as cutting down the number of vehicle trips that need to be made

South Simcoe County

- Bradford is a bottleneck for drivers heading south and safety is an issue because emergency vehicles can be delayed in gridlock
- Residential areas on 9th Line make the stretch not suitable for high-volume and truck traffic
- Is there a plan to build a cloverleaf at the 5th Conc. of West Gwillimbury?
- Widen CR 4 to reduce congestion
- Honda carpool lots need to be created to ease traffic flow through Cookstown
- Widen Innisfil Beach Road to include turn lane with bike paths and sidewalks on both sides
- Cookstown Main Street is not safe for pedestrians because of high traffic volume from Honda Plant, especially since there is just one set of traffic lights in the middle of the village
- Consider adding crosswalks along Main Street in Cookstown, so pedestrians have safe places to cross Highway 89
- Extend CR 39 to Bradford
- How is County Road 4 going to take the increased traffic from a growing Bond Head and Bradford population?
- Build bypass 404 Service Road between Disette Street and County Road 4 to ease volume on 8th Line
- Widen Disette Street to become a bypass and ensure effective signage
- Project of widening the 8th Line at Disette Street in Bradford is big concern for residents living on the 8th and local subdivision residents
- 8th Line residents in Bradford are concerned about negative effects of construction on wells located in front yards
- Expanding 8th Line to four lanes would make it more difficult or impossible for residents to get out of the driveways and for subdivision residents to get out of their residential street
- Widen County Road 4 and install traffic signals at 9th Line and CR 4
- Improvements needed at local interchanges including CR 88 at Highway 400
- Bradford bypass should be built to relieve pressure on local streets
- Without Bradford bypass, County must find ways to spread traffic volume around by utilizing existing routes and encouraging drivers to use 9th Line

North-West Simcoe County

- Need to create an improved alternate to Highway 26 east/west corridor “New 26 Freeway”
- Extend County Road 27 to Snow Valley Road; creating a Barrie bypass
- Address gridlock in Wasaga Beach and find solutions to improve local traffic situation during peak times of the year
- Build a Stayner bypass
- Build a Collingwood bypass
- New North/South route needs to be planned that would allow drivers alternate to Highway 400
- Midland/Penetanguishene could benefit from a bypass around Barrie that would allow trucks going to the north part of Simcoe County to avoid travelling through the city

North Simcoe County

- Rama Road should be expanded to four lanes
- Access for development Simcoe County Road 44 from Highway 12 to First Nations Reserve
- Multi-model logistics facility Simcoe Road 169 E of County Road 44

Employment

- Employers should take responsibility for ensuring adequate transportation and housing in immediate area to reduce need for commuting because large companies including Intrawest and Honda put huge numbers of people on the road at the same time (all going to the same location)
- 80,000 new jobs are forecast for Simcoe County and consideration should be given to encourage employment in smaller towns so people can work where they live. County should avoid concentrating employment growth to Barrie and Orillia areas
- Manufacturers must be required to maintain rail lines to acceptable standards for safety reasons

General

- County should get more involved with local municipalities to improve local roads and include bike paths, a co-operative venture with townships to work on active transportation linkage
- Province needs to be a part of the discussion regarding Simcoe County Traffic Master Plan because communities need some major linkages to the area and the North/South GTA link needs to happen with provincial involvement and funding
- Plant trees along highways
- Extend CR 27 to Snow Valley Road to create Barrie bypass
- County should provide grants to municipalities to complete traffic studies
- Overbuild infrastructure before growth takes place and look to example of Scottsdale, Arizona
- Rama Road should be expanded to four lanes
- Accept and provide for all modes of traffic including bicycles, pedestrians, handicapped vehicles, trucks and cars on County roads where alternative parallel roads are not feasible
- County and other levels of government should decide what speed limits are and then enforce them
- Uniform standards should be created throughout region
- How will Transportation Master Plan deal with the sparseness of population in some areas when planning public transit?

Public Transit

- Transit system should enable smaller communities to be connected to larger ones; ex. public transit link needed to link Cookstown to Barrie
- GO Train is an important component of transportation in Simcoe County, especially in the South
- GO Train stations should be funded by the County not local municipalities because the service is for the greater good of the entire county and not just the municipality where the station is located
- Look at the global good of GO Train service to the County of Simcoe and consider the expense of station construction to be a regional cost
- Bus shelters need to be available at all public transit stops

- Public transit linkages between major urban centres are important
- Transit system should link smaller communities to larger urban centres in Simcoe County



Growth Forums Summary

Public Forums

Midland, Midhurst, Alliston

May 5, 2008

Communications Department

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Growth Forums



Participation

Public Open Houses focusing on the draft Simcoe Area Growth Plan, County of Simcoe Transportation Master Plan and Natural Heritage Plan were held during April 2008 at the North Simcoe Recreation Centre in Midland, Simcoe County Museum and the Nottawasaga Inn near Alliston.

Approximately 110 people attended the Midland forum; 125 participated at the Museum and 225 participated at the Nottawasaga Inn. Comments and questions collected on sign-in sheets, detailed comment sheets and during question periods at the end of each forum provided feedback on recommendations in each presentation and questions relating to each component.

Residents also provided feedback through the growth.simcoe.ca website and those submissions were included in this report.

Growth Plan

58 people identified issues relating to the Growth Plan. Specific concerns include agriculture, environment, employment lands, waste management and the general impact that growth will have on small Simcoe County communities.

Environment

- Environmental issues including impact on air and water from increased growth must be the top priority when planning new development (residential and industrial) across Simcoe County.
- Extensive studies have been done recently on Lake Simcoe and Nottawasaga Watershed – but the draft Growth Plan does not include results of the assimilative capacity study which should have been considered.
- Growth planning is not just about the number of people in our communities, it is also about global warming and environmental impact.
- What is the carrying capacity of the existing landscape and can communities in South Simcoe County handle the additional population?
- What is the Ministry of Natural Resources role in the Simcoe Area Growth Plan process?
- What role do the local conservation authorities have in the planning process, considering Lake Simcoe has just gone through a natural heritage exercise?
- Science should drive the planning process.

- Five people identified solid waste management as a concern associated with population growth.
- Waste water management is important and plans must ensure that adequate services are in place before population growth happens. Growth should be allocated to communities that can provide adequate infrastructure.

Agriculture

- 12 comments referred to the need to preserve agricultural land supply, protect and increase local food supply and support farmers economically.
- Farmers experience frustration and difficulty moving large equipment along County Roads – better access is required to allow access for all transportation needs.
- Farmland, parkland and green spaces are disappearing at an alarming rate and should be better protected.
- To what extent has the county co-ordinated the growth plan, transportation plan and environmental strategy with adjacent upper tier municipalities along its boundaries?

Lifestyle

- Concept of complete communities is good and should be put into practice, especially in dealing with City of Barrie, either through joint service agreements with surrounding municipalities or opportunities to recoup tax dollars by using under-utilized infrastructure.
- Seasonal residents – cottages, shoreline in the Georgian Triangle need regulations to restrict growth. Shorelines are 90 per cent occupied by seasonal residents and most are on old infrastructure (sewers and septic tanks). Will Growth Plan have an effect on that situation and how will the County manage intensification in lakeshore areas?
- All new residential growth in all communities should require full sewer and water services.
- Intensification will put additional pressure on local heritage sites and tourist attractions including beaches. There should be a strong emphasis on protecting those sites and natural amenities for residents and visitors.
- Scattered rural development should be stopped – study completed by North Simcoe Community Futures Development Corporation in 2005.
- Cycling arteries should be created to encourage active lifestyle options. For example, Tay Township trail could be expanded to Orillia area.

North Simcoe County

- North Simcoe is an important part of the region – curtailing scattered rural development is extremely important for these communities and should be dealt with in more detail.

- Travel on transportation routes between the Midland area and Highway 400 is being severely impeded by rural scattered development which slows traffic – goods and people are delayed by traffic bottlenecks and businesses are feeling negative impacts.
- Creative solutions are needed to relieve impact of traffic gridlock in North Simcoe County
- Many of the services that were available in Midland and other communities are now centralized in Barrie because smaller urban centres do not have the critical mass of population required to attract medical specialists, provincial licensing offices etc. The result is increased traffic flow to Barrie. The Simcoe Area Growth plan should distribute adequate population to these centres that have existing infrastructure.
- Smaller urban centres must be supported so they can afford to attract services that have been lost and the positive result will be reduced reliance on automobiles and reduced impact on the environment from commuting.
- What specific development will happen in north Simcoe communities; where and how will new subdivisions be approved?

South Simcoe County

- Three respondents asked for more information about specific growth plans for north part of Innisfil, including the employment lands along Highway 400 corridor.
- How will Simcoe County deal with the moratorium land south of Barrie – are there provisions in the growth plan to develop this area?
- Where will infrastructure funding come from to support new growth especially in Innisfil, Bradford and New Tecumseth?
- The market should determine population growth, not the Province – population forecast for Simcoe County is clearly understated – this is a 15 year plan and there is a definite need to review and update population forecast every five years.
- Three participants want Simcoe County to ensure that the Barrie/Innisfil land issues are resolved before population allocations are set.
- Growth should be centered on urban hub of Barrie, as set out in IGAP. County of Simcoe should support and facilitate land-for-servicing deal between Innisfil and Barrie.
- Two people suggested that population allocations for New Tecumseth are unrealistic and should be increased substantially.

Residential Development

- Simcoe Area Growth Plan is the “most exciting planning reform” ever undertaken in this area.
- Stricter restrictions needed on lot severances.

- Will the local municipalities be impacted by growth in a negative way?
- Several concerns were raised about the impact lifestyle/seasonal housing developments will have on existing residents, community attractions and destinations including beaches and lakeshore areas.
- Four comments suggested Simcoe County increase its Economic Development efforts and marketing of the region to bring new employment opportunities for residents in various communities.
- How will Simcoe County convince Provincial Minister to reduce density targets set out in Places to Grow legislation?
- Policies should be in place in all municipalities to allow and encourage “in-law” apartments and other housing options for extended families in existing residential areas.

Transportation Master Plan

42 people provided comments or questions on the Transportation Master Plan, highlighting specific areas of the County that are already experiencing traffic gridlock from commuters or seasonal day-trippers.

- High traffic volumes create bottlenecks for motorists entering smaller urban areas of Simcoe County including Midland and Penetanguishene and Bradford-West Gwillimbury. The Growth Plan should consider how intensification targets will impact traffic in existing settlement areas.
- Four forum participants said Simcoe County should work with the Province to put plans for Cookstown and Bradford bypasses back into the five year plan as a long-term solution to traffic gridlock in the southern communities of Simcoe County.
- Several residents voiced concern about seasonal traffic flow impacting municipalities including Wasaga Beach, Collingwood, Midland, Tay and Tiny. The area around Georgian Bay experiences a huge influx of visitors from GTA during the summer and requires more consideration in Master Plan.
- Approximately 80 per cent of visitors to summer tourist areas are from GTA and the Growth Plan does not put enough emphasis on the effect of high seasonal peak on highways and County Roads has been considered in terms of a transportation strategy.
- Traveling from GTA to Simcoe County destinations can take several hours due to gridlock on highways and County Roads. Growth Plan should better identify gridlock areas and plan ways to relieve stress.

- More effort should be directed to expanding train routes for passenger and goods/services transport along existing infrastructure.
- GO Train service should be expanded outside Barrie to convenience residents living in Innisfil, Angus, Wasaga Beach/Collingwood and County of Simcoe should fund GO train station construction to benefit residents across the region.
- Transportation Master Plan should offer incentives to get residents out of their cars – a creative plan that would require cooperation between municipalities as transit options are developed.
- Farmers moving farm equipment often block traffic and cause angst for commuters and TMP must recognize and plan for continued use of roads by tractors and other farm equipment.
- Five people said an integrated transit system should be planned to connect communities.
- Residents living in Penetanguishene and Midland area require improved access to Highway 400
- More consideration should be given to traffic volumes around tourism sites – develop ways to get people to Midland/Penetanguishene area without traveling through Barrie.
- Regarding link (Hwy. 26) between Collingwood and Wasaga Beach is partly provincial, partly County responsibility – How will that partnership work?
- Highway 400/93 corridor needs attention.
- Three people indicated that the TMP Maps indicate only an “all or nothing strategy” and should detail specific options including a “middle ground”.
- County’s prospective on transportation needs for this area are out of date – need to be more creative.
- Concerned about transportation study conclusion that situation is not going to get any better, this is how it is and we can’t accept that idea.
- The goal should be to find innovative and creative ways to move people and goods effectively and efficiently and County should work together with local municipalities to achieve goals.
- Some existing roads could be improved to bypass small settlements – Old Baseline Road Wilson Road, 2nd Baseline Road could be extended straight through and alleviate the problems.
- Proposed TMP places too much weight on local municipalities to provide bicycle linkages between urban centres. Instead, County should increase financial responsibility toward slow-moving traffic including cyclists, pedestrians, joggers and farm equipment.
- Communities less than 10 kilometres apart should be linked with biking/walking trails.

Natural Heritage

36 people asked questions or commented on issues relating to Natural Heritage including 10 speakers who identified tourism as a topic that should be addressed in the Plan and six suggested stronger protection for wetlands.

- Wetland conservation is a win-win strategy for all municipalities because of the array of ecological benefits they provide to society. Simcoe County should protect all wetlands, whether significant at the provincial or local level or not yet evaluated for significance. This strategy will improve the supply and quality of Simcoe County's water resources.
- Conservation and protection of natural heritage systems beyond protection of natural heritage systems beyond protection required by provincial policy is quickly becoming a "best practice". By adopting similar policies, the County would be setting a new County-wide standard for natural heritage conservation and supporting the progressive policies in place in local municipalities including Springwater, Oro-Medonte and Essa.
- Five participants felt that the Natural heritage plan should have been completed prior to Growth Plan and Transportation Master Plan to ensure all planning decisions be made with the environment as the top priority.
- Natural wildlife habitats are being destroyed by new housing development and restrictions should be in place to protect wildlife.
- Significant woodland features and streams should be included in the County Greenlands designation.
- All significant woodlands should be protected by the County and adaptive management strategies need to be in place to preserve wildlife.
- Tourism is a significant revenue generator across Simcoe County and is not effectively addressed in Natural Heritage plan. Day trip visits to many areas across the region are significant and the tourism numbers will continue to grow so strategies should be developed to support industry.
- Eco tourism, Geo tourism and green-friendly tourism are emerging trends and should be reviewed for this area and recommendations included in a strategy for growth.
- Cultural and built heritage should be identified and protected in Natural Heritage plan which must include provisions for preservation of heritage buildings.
- Natural Heritage System does not need to be expanded into settlement areas. Greenland system may not be appropriate in settlement areas that are to develop at higher densities.
- The effects of global warming must be reviewed and recommendations included in the Greenland Study and Natural Heritage Plan.

- County should “dig a little deeper” than GIS mapping to develop criteria for identifying heritage sites and buildings.
- Lake Simcoe is going through an exhaustive assessment process and Simcoe County should consider how planning decisions will fit with Lake Simcoe Act.
- County of Simcoe Official Plan should clarify medium and long term timeframes.
- Participants at two of the open houses requested more information about how the County will handle recreational development and seasonal housing

Process and Communication

- Nine people commended the work that has been done and the process, noting that the County has provided adequate opportunities for residents to provide feedback, suggestions and questions.
- Congratulations to the County for its leadership. Local member municipalities must now follow the lead to implement this plan.
- Three people said public information sessions were well done and informative.
- Four comments said the Growth Plan reflects the County’s commitment to listen to what residents had to say and incorporate suggestions into the planning document. They congratulated the County for including the public in the process.
- Respondents said they appreciated easy access to information suggested that the County continue to inform residents about the progress of Official Plan Review process with details about specific costs, impact on local tax rates, impact on schools, hospitals, roads and lifestyle.
- One resident commented that the Official Plan process does not consider public input. Growth will only cause more traffic, pollution and decline in quality of life.

Public Correspondence Tracking
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	Name	Date	Message	Reply
1	Resident	Nov. 22/07 (Dec.6/07)	Similar concerns raised in letter of Sept/2007 to the County: <ul style="list-style-type: none"> • Improve public concession roads on both sides of Rama Road with turn lanes onto Rama Road and provided traffic lights at these intersections if traffic volume increase • Avoided the increase of the number of direct access points onto arterial county roads as increasing the number of roads accessing directly onto Rama Road will limit the ability of the county road to carry high volumes of traffic. • Address the effect of short-sighted policy has in the future on the ability of an arterial road to safely carry a high volume of traffic. 	Comments will be taken into consideration in formulating transportation strategies and policies for the Transportation Master Plan.
2	Resident	Dec. 16/07	<ul style="list-style-type: none"> • Inadequate sightlines to entries on County Road 91. • Direct gravel trucks North on Concession 10 to the proposed highway 26 bypass of Collingwood minimize contact with and pollution of settlement areas. • Insufficient signage warning of hidden entries, community/school/children playing • Noise and air pollution 	The safety issues on County Road 91 (including inadequate sightlines) is an issue the County is aware of and taking action on. Issues will be addressed through the road improvements that will be done when the gravel pit goes in. County Road 91, like various other regional roads around the County, does serve a primary arterial function often become the preferred haul routes for aggregate operations. Noise and air pollution is indeed an increasing problem. We will continue to work with the Simcoe Muskoka District Health Unit through our Transportation Master Plan process to look at ways of reducing pollution
4	Resident	Dec. 4/07	<ul style="list-style-type: none"> • No criteria proposed for cost. Please advise if a cost criteria will be included in the alternative evaluation process or if it is not considered perhaps you could offer reasons why it was not a component. 	In the assessment and evaluation of alternative strategies, potential costs to the user and/or business and potential costs to the County or Municipality were assessed subjectively. Further evaluation and assessment of network alternatives under Phase 2 of the EA process provided a subjective assessment of potential network improvement costs under the criteria of Economic Environment.
5	Resident	Dec. 8/07	Input into the development of the area's growth: <ul style="list-style-type: none"> • Minimal reference to the critical need for Heritage Preservation. The Simcoe County Official Plan strongly endorses the need for Heritage Preservation • increase accommodation, improve transportation, and a greater sensitivity to our heritage buildings 	Natural Heritage System update is currently being undertaken and along with the Transportation Master Plan and Simcoe Area Growth Study will provide the framework for the County's Official Plan update.

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6	Resident	Dec. 4 th /07	<p>Rama Road Corridor</p> <ul style="list-style-type: none"> • Limit the number of traffic lights on Rama Road with no new entrances. • For property west of Rama Road, secondary roads could flow to the Fern Resort Road and Monk Road intersection. Therefore no need for additional traffic lights. • Easier to develop the property east of Rama Road (unlimited land to develop, ability to build more roads and emergency access roads with less impact on Lake Couchiching). • Develop a traffic flow system that will not have impact on existing residences and fewer accidents. 	<p>Comments will be taken into consideration in formulating transportation strategies and policies for the Transportation Master Plan.</p>
7	Resident	Dec. 12/07	<ul style="list-style-type: none"> • A bypass around Barrie should be considered to address future travel needs • Extend Highway 427 to Barrie and beyond. • Study the installation of safer barriers dividing North/South on Highway 400 	<p>Comments will be taken into consideration in formulating transportation strategies and policies for the Transportation Master Plan.</p> <p>Improvements on Highway 400 are under the jurisdiction of MTO.</p>
8	Township of Springwater	Dec. 18/07	<ul style="list-style-type: none"> • Highway 26/Snow Valley, Findlay Mill Road intersection is an area for concern. The “State of Transportation” display board presented at the first Public Information Centre shows that a portion of Highway 26 (Bayfield Street) is at or over capacity. Additional capacity issues at the intersection of Snow Valley Road & Highway 26 will be detrimental to the development of approximately 100 acres of designated employment lands on Snow Valley Road located within the settlement area. Other lands in the area currently being reviewed under the Midhurst Secondary Plan process and it is anticipated that the area of employment lands will likely be expanded. • A County Road by-pass of Midhurst may be a solution to traffic issues in Midhurst to provide a direct link to Highway 400 around Midhurst to accomplish two initiatives, (1) promoting and preserving linkages to other destination areas within the County (2) providing for effective and efficient movement of goods enabling employment lands to develop, while minimizing traffic safety hazards for the existing and future residents of Midhurst. • Designate an alternate route around Elmvale, particularly truck traffic. The intersection of Queen Street and Yonge Street in Elmvale is not suitable to deal with large volumes of traffic that travel to Wasaga Beach and Collingwood. This is also a related issue of commercial truck traffic travelling west onwards across the County which creates congestion in the summer months because the turning radius is too narrow and cannot accommodate the turning movements of large trucks through the intersection. This is a particular problem for southbound trucks. • County Road 27 north of Elmvale has been identified as an area of concern, but traffic volumes south of Elmvale are actually higher and congestion on this portion of the route also effects traffic coming from or heading to 	<p>Comments will be taken into consideration in formulating transportation strategies and policies for the Transportation Master Plan.</p>

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			<p>County Roads 92 and 19.</p> <ul style="list-style-type: none"> The display board showing the County Trail System appeared to be missing the Ganaraska Trail (throughout) the County, the Hunter Russel Trail in Midhurst and the Nine Mile Portage Trail. The Township has retained the GSP Group to develop a Township-wide Master Plan trails system which could provide an opportunity to improve the connectivity of trail systems on a County level promoting “active transportation”. 	
9	Resident		<ul style="list-style-type: none"> Increase number of daytime/evening GO trains to increase options for travel to and from Toronto. Construct Rail link from Toronto to Airport or York Region to Airport Seniors have difficulty driving at night thus need evening services A Bradford by-pass can connect Toronto/York Region with Barrie/Innisfil without reducing Bradford to a traffic jam. Create a truck route that uses County Roads and a designated truck route. The 9th line between CR 4 and the 10th SR is not a suitable or safe alternative. The 9th Line BWG between CR 4 and 10th SR is a residential neighbourhood at risk. If traffic lights were installed at CR 4 and 9th Line, trucks might proceed west on 9th Line instead of using CR 4. Already the truck route is signed to turn on CR 4. 8th Line should be the only route where trucks are allowed. It is already the designated route. Post a sign prohibiting trucks on 9th line (trucks are developing a preference) There is minimal neighbourhood activity and there is a sidewalk. The 9th Lane should not be used to take some pressure from truck traffic away from the 8th Line. 	Comments will be taken into consideration in formulating transportation strategies and policies for the Transportation Master Plan.
10	Resident	Jan. 17/08	<ul style="list-style-type: none"> Increase effectiveness of GO Transit for riders Have (8 or 10 passenger) vans (like GTAA airport) for drop off will increase GO train riders. Collaborating with Toronto bus services to have buses going to different key areas County road construction #11. County Road 40 and Wilson/Ferndale Dr. is slated to begin shortly with EA, property acquisition and road construction in the area. 	Comments will be taken into consideration in formulating transportation strategies and policies for the Transportation Master Plan.
11	Simcoe Muskoka Health District Unit	Jan. 17/ 08	<ol style="list-style-type: none"> Adopt a vision for transportation that meets the County’s transportation needs, reflects it’s economic, social and environmental goals and results in enhancements and quality of life for Simcoe County residents and visitors. Transportation hierarchy: pedestrian, cyclist, public transportation, then motor vehicles Think of children and youth first in the decision-making process Adopt an active transportation policy which incorporates non-motorized, human powered modes of transportation. This policy should address 	Comments will be taken into consideration in formulating transportation strategies and policies for the Transportation Master Plan.

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			<p>mobility and safety needs of pedestrians of all abilities and ages. Simcoe County should direct municipalities to adopt active transportation as part of their local transportation planning</p> <ol style="list-style-type: none"> 5. Create links which connect communities (approx. 15 km) through cycling routes/trails and public transportation 6. Develop a long-term, sustainable inter-regional public transportation system within and between municipalities to reduce car dependence. Improving access to alternative forms of transportation offers social, economic, and environmental benefits. 7. Incorporate best practices guidelines when developing infrastructure. Guidelines should address the need for appropriate human powered modes of transportation that will encourage safe use and accessibility (eg. Wider sidewalks, raised bicycle lanes, stroller and bike racks attached to buses). 8. Simcoe County, MTO, and municipalities should collaborate to address and adopt TDM strategies so that planning and development supports walking, cycling, and public transit (eg. Look for alternatives to widen roads for the purpose of automobile use). This approach will support public health and fitness, a reduction of vehicular emissions, energy conservation, transportation and pedestrian safety measures, and accessibility to affordable public transportation 9. Include criteria that will address transportation as a sustainable source that will have positive impact on people's health and the environment. 	
12	Resident	Dec 4/07	<ul style="list-style-type: none"> • encourage residents to live where they work • create incentives to encourage behaviour change • rewards available for municipalities who can demonstrate a increase in ridership/pedestrian walkways/biking • Grants for studies to be done within the municipalities • discourage lane widenings • build pedestrian paths attractive, comfortable, and safe • address suburban paranoia; parents not letting their kids walk to school • build winter shelters, winters are harsher in the city and encourages driving. • lack of street lights encourages driving 	Comments will be taken into consideration in formulating transportation strategies and policies for the Transportation Master Plan.
13	Resident	Dec. 5/07	<ul style="list-style-type: none"> • widening 8th line/ Dissette st. is a concern for residents. Residents on 8th line have their septic tanks in front of their home. The 8th line is very much used by the ambulance coming from Industrial Parkway and needs to get through 4 lanes. • 3 lanes: with the 3rd lane as a turning lane would be the only solution and sharing the traffic with 9th lane. 	Widening of 8th Line is under the jurisdiction of the Town of Bradford West Gwillimbury.
14	Resident	PIC #1	<ul style="list-style-type: none"> • widen CR 4 • improve interchanges i.e. CR 88/400 <p>Concerns with study:</p> <ul style="list-style-type: none"> • nothing related to free-disabled transit 	Comments will be taken into consideration in formulating transportation strategies and policies for the Transportation Master Plan.

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 Public Information Centre #1
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			<ul style="list-style-type: none"> • nothing related to overall public transit • no reference to agricultural community and special persuasion for movement of agricultural buildings on CRs. (i.e. wider shoulders) • no referral to intermodal i.e. GO transit • Intersection with CR 39 & 21 is a Road Network concern • there is no trail east of 400 in Innisfil- it is part of railway (ACDC) 	
15	Resident	Dec. 6/07	<ul style="list-style-type: none"> • provide all modes of traffic (bicycles, pedestrians, handicaps, and automobiles)- where alternate parallel rds on CR are more feasible. 	Comments will be taken into consideration in formulating transportation strategies and policies for the Transportation Master Plan. The TMP will examine a number of modes of transportation.

Public Correspondence Tracking - County of Simcoe Transportation Master Plan Study
 Public Information Centre #2
 April 24, 25, 29, 2008

	Name	Date	Comment	Response to comment
1	Resident	May 1, 2008	<p>Well Done. The plan appears to be practical, tactical, do-able and won't cost billions. Seems that you really listened to what people have been saying and thinking.</p> <ul style="list-style-type: none"> • Supports the idea of developing existing railways for passenger use. • Consider more fully the impact of multi-users on roads (e.g. farm equipment, bicyclists, runner clubs, pedestrians and cars). While County is protecting farm land, there will be farm equipment on the road. Please ensure that is included in your plan. • If shortcoming in the plan, it is the focus on automobiles as the primary transportation mode. With oil prices going up, people will not be able to afford to jump in the car the way we used to. 	<p>County has geometric design standards for roads.</p> <p>The Transportation Master Plan identifies strategies and policies for a multi-modal transportation system and includes recommendations for a plan for walking and cycling, a transit plan and transportation demand management.</p>
2	Resident	April 30, 2008	<p>In favour of most of the recommendations made in the Simcoe county Growth Plan, however, some considerations with respect to North Simcoe have been overlooked.</p> <ul style="list-style-type: none"> • Tiny, Tay, Midland and Penetanguishene (TTMP) growing faster than forecasting. • Exceptional seasonal traffic loads on routes to TTMP due to recreational traffic (non-residents) do not appear to be given weight they should have. • Manufacturing employment sector dependent on efficient, fast, direct links to major market centers • Hwy 93 presently most direct route but passes through a number of settlement areas between Penetanguishene and Hwy. 400 with activities interfering with travel times and causing public safety hazards due to traffic load. Improving it will not overcome difficulties along that route. • Hwy 12 improvements provide little or not benefit to the TTMP area as only benefits Tay Township and of no benefit to Penetanguishene, Tiny and Springwater and most of Midland. • New proposed road through Tay running north to Port McNicoll will do little to serve the needs of Tiny, Penetanguishene and Midland. • Many services have been relocated to Barrie and other destinations to the south increasing the general public's need for improved road services to Hwy. 400 and Barrie. • Establish a new arterial road west of Midland using existing township roads, Second Baseline and Marshall Roads or the Baseline Road before they become too built up 	<p>Future assessment undertaken with 2031 Summer weekday traffic characteristics and is described in the Transportation Master Plan.</p> <p>The travel demand model was used to test alternatives to relieve deficient areas of Hwy 93 – New CR on the existing 5th Line provided best overall transportation benefits/performance for the North Simcoe Area compared to widening of CR 6.</p> <p>The TMP recommends extension of transit services to other areas of the County to provide choice of travel for residents and accessibility to services which may have been relocated.</p>
3	Property Owner	May 2, 2008	<ul style="list-style-type: none"> • Where will funds come from to do this work? Active trails can play a part but getting people out of cars has been an ongoing battle for decades. • Efficiency of current planned projects is critical. • Let development help to pay for road upgrades, needs to be a key part in the challenge. • Ex: Reconsider upgrade to Sunnidale Road and Ferndale Dr./Wilson Dr. intersection 	<p>County will be updating DC's based on improvements recommended in Transportation Plan.</p>

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	Name	Date	Comment	Response to comment
			<p>as it involves a cross-boundary issue and development pressures in area could be included and development in the area could help build the roads (with services under them) and improvement would be done efficiently once and utilize the savings to help build another link further north.</p> <ul style="list-style-type: none"> • Loner term planning considerations should be examined to see if development could help pay for part of these crucial transportation linkages and upgrades. 	
4	Township of Springwater	May 6, 2008	<ul style="list-style-type: none"> • Concerns with potential road network improvements for the medium terms with in the next 15 years. <p>Wasaga Beach/Collingwood By-Pass</p> <ul style="list-style-type: none"> • Recognize the need for east to west corridor to reduce traffic volumes on CR 92 and hwy 26 with Flos Road 4. However concerns about directing traffic through the settlement area of Phelpston which currently has commercial and residential buildings situated close to the existing road allowance making improvements difficult. • Option to loop Flos road 4 around the core of Phelpston however, environmental constraints related to low-lying land and Phelpston march reduce feasibility of by-pass. • Suggested route – use combination of CR’s to provide linkages to Flos road Four west of Phelpston. Use CR 22 Horseshoe Valley Road to Crossland Road (CR 29) which intersects with Flos Road 4 west of Phelpston then continue westerly on Flos Road four to Wasaga Beach and Collingwood. <p>Barrie By-Pass</p> <ul style="list-style-type: none"> • Recognize the need for a project to maintain and improve the movement of goods and people traveling north. • Comment on medium term preferred alternative and will reserve comment regarding preferred route for long term as other opportunities to comment during County OPA process and EA associated with longer term proposal. • Medium Term solution – Wilson Drive, Snow Valley Road and CR 27 route, new road east across an unopened Township road allowance across the north of Midhurst would be required to provide connection to Hwy 400. • Concerns with existing safety issues with traffic through Midhurst not resolved as traffic not directed away from built areas of Midhurst. • Suggest northerly extension of Wilson Drive as a CR to CR 22 with redirection through a portion of the Hendrie Forest to by-pass homes in Anten Mills. <p>More detailed comments to overall Transportation Plan are premature due to tight timelines and general nature of the exercise. Further comments from the Township will be provided as the plan is developed and implemented thru OPA’s and development s of individual properties.</p>	<p>TMP recommends County designate Flos Road 4 as a County Road, however, stage improvements to Flos Road 4 and start with upgrades from the west to CR 29 Crossland Road. Monitor movements and in longer term, determine if Flos 4 from CR 29 to Hwy 93 requires improvement based on traffic movements.</p> <p>Proposed improvements to Wilson Drive to connect with CR 27 is an interim solution to address capacity issues on Bayfield Street recognizing the timing for the provincial facility will take some time.</p> <p>Potential environmental concerns with placement of road in portion of the Hendrie forest.</p>
5	City of Barrie	May 6, 2008	<ul style="list-style-type: none"> • Incorporate updated TTS data in County’s transportation model to ensure the recommended transportation plan is still valid. • Was alternative of a core collector 12 lane system through Barrie taken into 	<p>TMP recommends the County update the transportation model every five years to ensure recommendations are valid.</p>

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	Name	Date	Comment	Response to comment
			<p>consideration?</p> <ul style="list-style-type: none"> • City would like the opportunity to the draft report in detail and provide comments before Notice of Completion of Schedule B projects are files. • How was the preferred alternative selected? What weighting and scoring was used to select the preferred alternative? What other alternatives were considered? • Clarification on the proposed alignment for the bypass around Barrie. Is intention to widen CR 27? If so, have adjacent property owners in Barrie received a letter advising of County's TMP so they can provide input? • With growth just south of Barrie, a new interchange should be considered at the 10th Line of Innisfil and Highway 400. • Identify the appropriate Schedule for the identified transportation improvements in the TMP. • Clarify when County intends to file a Notice of Completion for Schedule B projects. 	<p>Analysis assumes 10 lanes through Barrie as presented in MTO Hwy. 400 preliminary design reports</p> <p>30 day review period for review of the TMP as per EA process once County Council has approved the document. Notice of study completion will identify Schedule B projects.</p> <p>Alternative selected based on reasoned argument approach based on 4 criteria and indicators (Transportation, Social/Cultural, Natural Environment and Economic factors) Other alternatives considered to accommodate future 2031 population: Alt 1 – CR 27/CR90/Ferndale/Wilson/CR 43 or CR 27/CR90/Miller extension to CR 40/Wilson/CR 43 New freeway south of Midhurst ties into Hwy 400 with new interchange.</p> <p>By-pass around Barrie would be a provincial facility and is subject to MTO's planning procedures and EA process.</p> <p>Widening of roads will require EA approval and will need to complete Phase 3 and 4 of the EA process which will require further public consultation. Notice of PIC's has been advertised to fulfill Phase 1 and 2 of the EA process. TMP will indicate appropriate schedule for improvements.</p> <p>With by-pass around Barrie, a new interchange south of CR 21 will be required. Subject to MTO Planning Process.</p> <p>Notice of study completion for Schedule B projects when TMP is filed.</p>

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	Name	Date	Comment	Response to comment
				TMP filed after County Council approval.
6	Environnemental Defence, Rescue Lake Simcoe Coalition, Ontario Nature	May 5, 2008	<ul style="list-style-type: none"> Base year of 2006 predates the return of the GO train to Barrie which could account for the 2.6% increase. Do not support the never ending “widen the 400 series highways” solution HOV and bus lanes must become the norm on 400 series highways and carpool lots should be located not just on county roads but also where those roads meet the 400. Applaud the intention to increase bike and trail transportation option as well agree that cooperation and co-ordination between all Simcoe municipalities on area transit plans and public transit programs. Bring Simcoe’s public transit participation rates into the 21st century by aggressively planning for and monitoring increase in ridership. 	<p>With widening of Hwy 400 have assumed HOV lanes.</p> <p>TMP is recommending strategies and policies to develop a plan for transit</p>
7	Resident	May 6, 2008	<ul style="list-style-type: none"> Proposed by-pass around the west of Barrie to accommodate trucks delivering goods and material to and from Penetang to develop would be disastrous for the landscapes of Essa and Oro etc. More roads built, the more traffic jams. Necessary is a shift in consciousness and this starts already at home in the way we educate our children and continues at school, college and university. Keep existing roads in relatively good condition. Avoid building new roads. We already have a very dense road system in Simcoe County and Ontario. Encourage people to drive at night to their cottage when at all possible. Enforce speed limits, Make roads safer. Please provide more time for questions and comments to give people more time to express their concerns and feelings about these projects. 	Road optimization recommends undertaking localized improvements achieve more capacity prior to widening or building new roads.
8	Town of New Tecumseth	May 7, 2008	<ul style="list-style-type: none"> Staff is supportive of Tottenham By-pass and improvements to CR10 as a significant roadway through municipality <p><u>Alliston</u></p> <ul style="list-style-type: none"> Concerns with proposed Alliston By-pass as staff see a lack of direct link for truck traffic from CR50 to the industrial area of Alliston as an impediment. MTO during Hwy 89 EA acknowledged they would give consideration to completing link of Industrial Parkway to CR 50. Subsequently MTO has indicated they support the use of Industrial Parkway to CR50 as the Connecting Link by-pass for Alliston. Suggested consideration be given to issue and possibly connecting Industrial Parkway to CR 50 or encouraging trucks to use CR 1 by improving it. <p><u>Beeton</u></p> <ul style="list-style-type: none"> Concerned with lack of By-pass of Beeton. Approved OP#31 includes the requirement to monitor truck traffic through the Village along with implementation of traffic calming should traffic volumes begin to compromise the quality of the downtown commercial core. Staff recommending that a reference to a by-pass for the Beeton downtown core be 	<p>Improvements to upgrade CR 1 between CR 50 and CR 10 to accommodate full loads have been included in the proposed implementation plan of the Transportation Master Plan.</p> <p>County recognizes the desire to protect for a By-pass around Beeton, however, it may be required to address local congestion issues related to development in the area. Municipality should consider options to provide for a By-Pass and may consider it as part of the Secondary Plan.</p>

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	Name	Date	Comment	Response to comment
			<p>acknowledged in the Design Report and that it be given consideration as a long-term project for the Area. Protection of a corridor should be started.</p> <p>Consideration of an alternative north/south link in the county system possibly using 15th Sideroad as part of a link that would provide the County with corridor from Hwy 9 to Hwy 89 and then linked to CR 56.</p> <p>Further discussions required for downloading of CR14 to ensure is done in an equitable manner.</p>	
9	Town of Innisfil	May 6, 2008	<ul style="list-style-type: none"> • Provide rationalization why roads should be County, Municipal or Provincial • Is there a rationalization for an “upper tier” grid system for county roads? These roads could contain detours for Hwy 400 emergency closures or a system for inter-municipal traffic. • Roads mainly used for inter-municipal traffic could be considered for downloading <ul style="list-style-type: none"> ○ Download CR 39 (20th Sideroad) ○ Download CR 3 Shore Acres Dr. ○ Download CR 21 (Innisfil Beach Rd) east of CR 4 • Road used for intra-municipal roads should be County Roads. <ul style="list-style-type: none"> ○ Maintain CR 4 and 27 as County roads as are main inter-municipal roads between north and south. ○ The North-South and East-West roads should be planned and constructed to handle Hwy. 400 overflow. • Road needed for detour routes uploaded to County. • Examine above information and revised road grid revisited when new roads are built, when there are long term traffic changes or other road are reclassified. Any roads which have potential to be reclassified should be examined for an increase in design standard for increased traffic and municipal drain impacts. • No mention of Lefroy GO Station. EA completed by the Town and 2011 proposed budget item within the Innisfil five year Capital Plan • Document should show how much of the 30% increase in daily trips are alleviated by each mode. Should be noted that road improvements will be a major factor and should not be underestimated. • Shuttle service between large residential nodes and large employment nodes are not mentioned. • Support increase of car pool lots, but consider locations near residential areas as well. • Time frame and plans of local municipal and MTO plans for future infrastructure projects taken into consideration so infrastructure suggestions in the County’s TMP do not conflict. Time range of those plans should also be reflected in the County’s TMP. <ul style="list-style-type: none"> ○ In Innisfil OP, new interchange to Hwy 100 at Innisfil 5th Line – confirm included in Central Simcoe Road Network Alternatives. 	<p>Many of the comments made reflect recommendations put forward in the TMP.</p> <p>The Plan for Transit outlines the need for the County to engage in discussions with GO Transit to expand services into Simcoe County.</p>

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	Name	Date	Comment	Response to comment
			<ul style="list-style-type: none"> ○ Hwy 427 extension plan should be shown as part of the Barrie and Cookstown By-pass Alternatives along with other alternatives within the document. Within the Barrie By-pass, consideration should be given to goods movement to go north to Hwy 11 and Hwy 400 ○ OP's and Provincial documentation should also cooperate the estimation of traffic and populations. • TDM should investigate development of job growth closer to residential areas so that employees do not have to travel as far. • Interim intersection improvements should be examined to improve existing roads to accommodate future growth. • Road designs should reflect OP and/or engineering standards which may include raised shoulders, extra wide lanes for oversized equipment and bike lanes. • Verification of location of trails • Identify funding mechanisms to develop TMP for all level of government • Time lines, phasing and priorities should be identified in the Plan 	
10	Resident	April 25, 2008	<p>Well Done, Exceptional moderator.</p> <p>Mistake not to include a section on Tourism and Tourism development as a significant sector within the Growth Plan. With a decline in manufacturing, tourism will be a major future employer and Simcoe County has a well established green (natural heritage) resource that could provide a major demand generator for future growth.</p>	The travel demand model takes into consideration potential growth in tourism and is therefore reflected in the estimated number of trips in the County.
11	Business Owner		<p>Please contact when transportation master plan is available on or off line.</p> <p>Where to find study for Growth for the Greater Golden Horseshoe.</p>	Added to the contact list.
12	Resident	April 25, 2008	<ul style="list-style-type: none"> • Proposed plan places too much weight on local municipality where bike linkages is concerned between urban communities. • Regardless of traffic volumes on a county road where it is the only link between settlement areas, County must provide for space for bicycles and other slow moving traffic. • County should give up its position that the county has no financial responsibility towards slow moving traffic – settlements >10km apart should be linked. 	TMP provides recommendations and policies to address active transportation.
13	York-Simcoe naturalist Club ysnclub@yahoo.ca	May 7, 2008	<ul style="list-style-type: none"> • County unlawfully intends to include the Bradford Bypass in OP and transportation plans. • Feel inclusion of By-pass is unlawful under Places to Grow act which prohibits including infrastructure beyond the mandatory planning horizon in the act. – Has not been approved by a Class EA. After assessment which no final approval given, large parts of the by-pass route were designated as environmentally significant under the provincial policy statement. • Asking Province to support asking removal of By-pass from County's OP process until provincial policy changes. 	<p>Bradford By-pass already included in County's OP approved by the OMB.</p> <p>TMP identifies that Bradford By-pass required to address future transportation requirements of the County.</p>

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	Name	Date	Comment	Response to comment
14	Resident	May 5, 2008	<ul style="list-style-type: none"> • More protected areas – parks, walking trails • Reduce development – causing more traffic on our already taxed roads. • Protect and upgrade current roads • Continue to maximize existing transportation systems already in place • Consider environment first and other systems to work around it. 	Recommended strategies address issues.
15	Geranium Corporation	May 2, 2008	<ul style="list-style-type: none"> • Agree with several of the projects identified at the PIC #2 <ul style="list-style-type: none"> ○ Widening of Hwy 400 corridor ○ Construction of the ‘Barrie By-pass’ as a new provincial highway facility in the long-term ○ Upgrading of Wilson Dr. In the medium term to a county road. ○ Support the carpool park and ride strategy however, suggest consideration of an additional carpool lot on Bayfield Street Corridor at Carson road in Midhurst to intercept trips entering Barrie or emerging Midhurst residential development area. 	There is potential to implement a car pool lot in the location suggested.
16	Town of Penetanguishene	May 7, 2008	<ul style="list-style-type: none"> • Existing Inter-Regional Bus Service (private sector) between Penetanguishene and Barrie which should be shown on the Transit Map • Goods movement map – corridor should extend up CR 93 from Hwy 12 to Penetanguishene • As Hwy 400 already reaching capacity, improvements should be planned and implemented to address year round and seasonal transportation needs before any new growth is approved along this corridor. • MTO should reconsider the Hillsdale by-pass or alternatively, County TMP should include a new CR along Baseline and/or Old Second concession for through truck and seasonal traffic. 	<p>Transit map shows new service areas and routes. Expect to maintain existing routes.</p> <p>Revised Goods Movement map will extend corridor up CR 93 to Penetanguishene.</p> <p>County identifying some interim road improvements to address capacity deficiencies.</p> <p>Used the model to test alternatives to relieve deficient areas of Hwy 93 – New CR on 5th Line provided best overall transportation benefits/performance compared to widening CR 6</p>
17	Resident	May 7, 2008	<ul style="list-style-type: none"> • Dislike the recommended strategy of “upgrading” Line 7/Line 6/Line 5 route in Oro-Medonte. Main concern is part of Line 6 north which starts at County Road 22 to Moonstone Road. Just north of County Road 22, proposed road dissects a ‘naturally significant wetland’ and “environmentally sensitive” area and this part of the road is very winding and has several steep hills. The Natural heritage goal of Simcoe County is diametrically opposed to such development. Alternative route must be found such as Line 7 north or Line 9 north. Upgrade Highway 12 and Highway 93. • Why not consider Rail transportation? TMP shows nearly exclusively roads, road transport, bus routes etc. Transit Plan shown only a token proposal for “Long Term Inter Regional Rail/bus Service. • A Rapid Rail Service linking Pearson Airport to the cottage area in Muskoka as well 	<p>Alternate alignments in Oro-Medonte were examined to determine a route that would provide the most appropriate County road network continuity through the Municipality that would support future growth in the area. Through an assessment of the County Road network the alignment as proposed in the TMP was determine to provide the most benefit to the road system.</p> <p>The Transportation Master Plan identifies a</p>

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	Name	Date	Comment	Response to comment
			<p>as large population cities in Simcoe County and cities further north should be included the Growth Plan. Recent extension of rail service to Barrie is just a start. Government must change their mindset of more roads. Start looking and planning for many more rail corridors!</p> <ul style="list-style-type: none"> Attended the session held at the Nottawasaga Inn and the venue was excellent. Was able to study the displays in the room and had the opportunity to discuss the proposals with friends. The literature, copies of the presentations and other printed material available is appreciated. The 15 minute presentations were informative and there was plenty of time for questions by the audience. Was pleased with the Public Information Session. 	<p>plan for transit which recommends strategies and policies to expand transit service in Simcoe County. The TMP also identifies a plan for Goods Movement which outlines strategies and policies to encourage and support rail service improvements that enhance the movement of people and goods to/from the County. The TMP recommends the County to initiate discussions with railway operators as well as provincial and federal governments to investigate opportunities and potential funding sources to upgrade existing rail corridors to support both goods movement and pedestrian mobility.</p>
18	Resident	May 19, 2008	<ul style="list-style-type: none"> Travel time between Midland and Barrie has increased from 30 minutes to 45 minutes because of speed limit reductions (Orr Lake) and bottlenecks (Hillsdale) and increase in traffic. With more residential development along the paths of travel from Midland to Barrie, believe it is necessary to increase the number of lanes and create by-passes around villages like Orr Lake and Hillsdale. The longer it takes to arrive at your destination, the longer vehicles are running adding to environmental problems we are facing today. 	<p>The TMP recommends strategies and policies for a multi-modal transportation plan for the County to address future travel demands in the County. It promotes a balanced approach to transportation that emphasizes the need to promote and invest in alternate modes of travel, promote Transportation Demand Management measures, promote alternative transportation modes, focuses on partnerships with local municipalities, the provincial government and private interests to build upon existing best practices to enhance services.</p>

County of Simcoe

Transportation Master Plan

Municipal Advisory Group Meeting #1 February 19, 2008

Attendees:

Rick Archdekin, Councillor, Town of Wasaga Beach
Jack Charlebois, Councillor Town of Midland
Linda Collins, Councillor Township of Springwater Township
Frank Coyle, Councillor, Township of Severn
Mel Coutanche, Councillor, Township of Oro-Medonte
Shawn Davidson, Councillor Township of Clearview
Lynn Dollin, Councillor Town of Innisfil
Anita Dubeau, Mayor, Town of Penetanguishene
Rick Milne, Deputy Mayor, Town of New Tecumseth
Scott Warnock, Mayor Township of Tay
Tom Walsh, Mayor Township of Adjala-Tosorontio
Erika Neher, Councillor Township of Ramara Township

Staff:

Rick Newlove, County of Simcoe
Ian Bender, County of Simcoe
Nathan Westendorp County of
Simcoe

Transportation Master Plan

Consultants:

Jamie Powell, EarthTech Canada
Adrienne Long, EarthTech Canada
Kevin Jones, TSH

Facilitator: Sue Cumming, Cumming + Company

Meeting Overview

At the February 19, 2008 the first meeting of the Municipal Advisory Committee (MAG), Earth Tech Canada Limited presented an overview of the Transportation Master Plan (TMP) process and input received to date from the Technical Advisory Committee, through the public opinion survey and public meetings

- Need to plan for interface with other surrounding municipalities and ensure connections on major roads.
- Would like to see emphasis on active transportation – more transit, trails, cycling, etc.
- While there is a desire for less reliance on the automobile the rural and countryside nature of communities would infer that the dependence on the car will likely continue. Need to have a strategy with creative transit service while improving road infrastructure.
- Further hot spots to be reviewed:
 - Penetangushine
 - Current Industrial Access through Wabuashene cut off at Highway No. 400. Extend Baseline Road to create new truck route.(now)
 - Need to widen Highway No. 12 between Midland and Wabuashene (now)
 - Springwater
 - There may be a further hot spot that is not shown for Springwater (now);
 - Severn
 - With Coldwater developed and reliance on Provincial Hwys and the lack of commitment on Highway 11 widening, there will be problems in the Severn Township area
 - Wasaga Beach
 - It was noted that In Wasaga a four lane road was recommended, two built, four would destroy the community of Wasaga. At build out this will become a hot spot. (long term)
 - New Tecumseth
 - Tottenham, east/west travel across south side of Georgian Bay (long term).
- General
 - Given the strong tourism in our communities (and communities to the north), would like to see focus on transportation and transit for Sundays, Holidays and weekends as well.

- Would like to see a pitch made to the Province for transportation infrastructure based on supporting Provincial Tourism Industry. (see notes for Provincial role)
- Need to include replacement of bridges.
- Need to ensure review of rural transportation with recognition of use of equipment on roads and large machinery along with farm-gate operations.
- Would like to view demographics and plan for retiring and families.
- Need to monitor aggregates with 3200 acres of land and potential future impact.
- Would like some discussion on public/private partnerships.
- Need to include messaging (communications strategy to support the TMP recommendations) and make the case for what we need to do. Focus on how to get people out of their cars.

2. Role of Province and County expectations

- Provincial priorities within Simcoe County need to include: emergency routes, completion of projects, upgrading or corridor roads and money for projects.
- It was noted that many hot spots are related to Provincial Highways.
- What are the emergency routes for Highway 400?
- Many of the main corridors through the County should be upgraded back to MTO.
- Would like to see Provincial action on the Cookstown By-Pass, Tottenham and Allison By-Passes.
- Coordination is key amongst us and with Province.
- Province seems to be able to take action – example of roads to Honda Plant in Alliston when they deem it to be for economic development. Tourism in the Province is an increasingly important industry and Simcoe County has many destinations and is the thoroughfare for many more. Need to show benefits of tourism in Simcoe to the Ontario economy. Collingwood and Clearview attract both skiers and golfers and tourists

damage Simcoe roads on their way to destinations north of the County, Georgiann Bay and Cottage Country. Tourism is an economic generator provincially. How can we get the Province to recognize economic benefits of Simcoe County and fund infrastructure? Little revenue sourcing to be had.

3. Future Role of Transit in County

- Residents use Ontario Northland and there are issues with cost and schedule.
- Would like to see transit systems between other Counties and within Simcoe County.
- A key question for consideration is how much people would be willing to pay to have transit between and within communities? What density are they likely to accept to achieve ridership.
- Community links access highlighted for its success with access in Midland and Penetanguishene. Would like to see this program expanded for other communities.
- Georgian College has local transit for students.
- New Tecumseth has a taxi-service program which turns out to be more expensive than buses.

4. Future role of County wide trails and Active transportation

- There is support for a County wide trail system that builds on the trail system in place in many of the townships. Tay Township, Midland, Penetanguishene, Tiny noted for their trails. Connections are being made between Innisfil and New Tecumseth. In Innisfil the trails behind the local schools are well used.
- Support for concept of trails to be called “Trade Routes” to convey more than recreational use.
- Trails need to be multi-functional and link with other communities and surrounding counties.
- Put in kiosks for education. Water stations. Use of trolleys.
- Weekend event usage.

- Tie in trails with Wasaga and Collingwood.
 - Plan should provide for bike facilities, kiss and ride, washrooms and showers, etc.
 - Need regulations and rules for ATVs on trails.
5. Road Classification/ Access Control
- Support road rationalization at the policy level.
 - Would like to see plan build on best practices, efficiency and ability to meet local objectives while keeping up with level of service.
6. Trucking
- Plan should address truck routes and load restrictions.
 - Discussion of use of gravel with many roads – Oro–Medonte and Rama still have a number of gravel road
 - truck haul routes damage roads.
7. Other Comments Noted
- Subdivision sidewalks on both sides of streets may be a challenge, operationally and for maintenance
 - Would have liked to have Collingwood representation here.
 - There are long distances between other communities and most residents use Highways 11/400 and 12. These are not good links and need improvement.
 - Interested in concept of widening shoulder roads.
 - Surprised that potholes were not noted in public opinion survey as a concern given the number of complaints that we receive.

Any errors or omissions or comments on the notes, please contact Sue Cumming at Cumming & Company

Appendix A – Detailed Notes from Municipal Advisory Committee Facilitated Discussion held on February 19, 2008

The following are the transcribed notes from the discussion:

- There may be a further hot spot that is not shown for Springwater
- Curious about the reality of stopping the building of roads
- Subdivision sidewalks will be a challenge, operationally and for maintenance
- Would like to see transit systems between other Counties and within Simcoe County
- Given the nature of our communities, there will be a continuing dependency on the car and there will be a need to improve road infrastructure particularly the hot spots.
- Independence is provided by the car.
- Support County wide trail system that builds on the trail system in place in many of the townships. Tay Township, Midland, Penetanguishene, Tiny noted for their trails. Connections are being made between Innisfil and New Tecumseth. In Innisfil the trails behind the local schools are well used.
- How much are people going to be willing to pay to have transit between and within communities? What density are they likely to accept to achieve ridership.
- What can we expect from the Province? Many hot spots are related to Provincial Highways. The Cookstown By-Pass needs to be looked at. What are the emergency routes when Highway 400 is closed?
- Many of the main corridors through the County should be uploaded back to MTO.
- Hot Spots to be looked at:
 - Current Industrial Access through Wabuashene cut off at Highway No. 400. Extend Baseline Road to make additional truck route.
- Need to widen Highway No. 12 between Midland and Waubuashene
- Community Links access highlighted for its success with access in Midland and Penetanguishene.
- Georgian College has local transit for students
- Would like to see a grand plan of vehicle transportation at build out

- Would like to see emphasis on active transportation
- Terminology: Trails vs. trade routes
- Connections are needed with all of our boundary jurisdictions. Need interface with surrounding areas. Where do Simcoe County roads lead?
- Would have liked to have Collingwood representation here.
- Tie in trails with Wasaga and Collingwood.
- Plan should provide consideration for amenities such as bike facilities, kiss and ride, washrooms and showers, etc.
- Severn is the most northerly with connections to Orilla and Coldwater. There are long distances between other communities and most residents use Highways 11/400 and 12. We have a trail and believe in these. Would like to see use promoted for more than recreational.
- Need regulations and rules for ATVs on trails.
- Residents use Ontario Northland and there are issues with cost and schedule.
- There is anticipated development for Coldwater with reliance on Provincial Highways which are not a good link. There has been discussion about Highway No. 11 widening with the date of 2012 noted for widening.
- Interested in concept of widening shoulder roads.
- Would like to see Provincial Action on the Cookstown By-Pass, Tottenham and Allison By-Passes.
- New Tecumseth has a taxi-service program which turns out to be more expensive than buses.
- Support for concept of trails to be called “Trade Routes” to convey more than recreational use.
- Surprised that potholes were not noted in public opinion survey as a concern given the number of complaints that we receive.
- Like Community Links program and would like to see it expanded to other communities.
- Trails need to be multi-tasking animals and link with other communities and surrounding counties. Could see kiosks for water and education. Weekend events.
- Given the strong tourism in our communities, would like to see focus on transportation and transit for Sundays, Holidays and weekends as well.

- Would like to view demographics and plan for retiring and families.
- Plan should address truck routes and load restrictions.
- We have stacks of studies done by the Province and still so little action. Simcoe County priorities for having the Province respond need to include: emergency routes, completion of projects, upgrading or corridor roads and money for projects.
- With trails, would it be possible to have trolleys run along some of these?
- Coordination is key amongst us and with Province.
- Province seems to be able to take action – example of roads to Honda Plant in Alliston when they deem it to be for economic development. Tourism in the Province is an increasingly important industry and Simcoe County has many destinations and is the thoroughfare for many more. Need to show benefits of tourism in Simcoe to the Ontario economy. Collingwood and Clearview attract both skiers and golfers and tourists damage Simcoe roads on their way to destinations north of the County, Georgian Bay and Cottage Country. Tourism is an economic generator provincially. How can we get the Province to recognize economic benefits of Simcoe County and fund infrastructure? Little revenue sourcing to be had.
- Need to monitor aggregates with 3200 acres of land and potential future impact.
- Would like some discussion on public/private partnerships for transit.
- Reference that the Technical Advisory Committee includes representations from MTO and neighbouring communities.
- Discussion of use of gravel on many roads – Oro-Medonte and Ramara still have a number of gravel roads. In addition truck haul routes damage roads.
- Big question is how to get people out of their cars.
- Look to the Transportation Master Plan as to how best harness energy and time.
- Need to include replacement of bridges.
- Need to ensure review of rural transportation with recognition of use of equipment on roads and large machinery along with farm-gate operations.
- TMP is looking at the future, but we have huge problems now.
- Need to include messaging and make the case for what we need to do.

held in early December. Following the presentation, the municipal advisory group had a roundtable discussion on overall considerations and expectation for the TMP, on the future role of transit, trails and active transportation, road jurisdiction and road classifications. The MAG input is being utilized by County Staff and the Consultant Team to formulate directions for the TMP. The meeting notes have been prepared by the facilitator.

Key Points Noted through the discussion

A number of themes emerged and the points noted for these are highlighted below.

Following the discussion, MAG Representatives highlighted the following key words that they would like to see reflected in the development of the Transportation Master Plan:

- Promote it! Advertise it!
- Affordable
- Efficient
- Short term and long term
- Environmental
- Work on connecting trails
- Linkages and connectivity within the County
- Interface with surrounding areas
- Best practice
- Implementation
- Agriculture and rural

The detailed notes from this discussion are included as Appendix A.

1. Items that should be addressed in the Transportation Master Plan

- TMP is looking at the future, but we have huge problems now. Need both short term and long term improvements.
- The plan needs to be cost efficient and implementable.
- Would like to see a grand plan of vehicle transportation at build out
- Need to shore up Provincial commitment for transportation infrastructure (see Provincial Role for further comments).

- Ten hot spots and how address these in the short and medium term. Over the long term there may be other hot spots – i.e. Tottenham, east/west travel across south side of Georgian Bay. In Wasaga a four lane road was recommended, two built, four would destroy the community of Wasaga. At build out this will become a hot spot.
- Support road rationalization at the policy level.
- Would like to see plan build on best practices, efficiency and ability to meet local objectives while keeping up with level of service.