

Appendix H

Localized Improvements (Hot Spot)

Summary

Date: July , 2008

The County of Simcoe identified ten (10) road segments or intersections that require further study and/or review as an assessment of localized improvements. Each location was reviewed in terms of the issue identified by the County and an assessment of the situation was undertaken. Recommendations from the assessment are outlined below.

Poplar Sideroad – Town of Collingwood

Issue: Should Poplar Sideroad be uploaded to the County of Simcoe?

Popular Sideroad, between Highway 26 and 10th Line is under the jurisdiction of the Town of Collingwood and is an east/west two lane road that forms the boundary between the Town of Collingwood and the Township of Clearview. Under the Town of Collingwood OP, Poplar Sideroad is designated as an arterial road.

The Town of Collingwood, Township of Clearview and the Town of Blue Mountains recently completed the Georgian Triangle Transportation Paper, Phase 2 Report¹ which contained a number of recommended road improvements for the area to accommodate existing and future traffic volumes as a result of congestion on Highway 26 in the immediate area. Recognizing that it will take a long time to resolve the complex planning issues related to improving Highway 26 and ultimately the construction of these improvements (such as a Collingwood By-pass), the report identified a number of interim road network improvements that are needed to provide relief to the Highway 26 corridor. This report made recommendations for roads around Stayner as well as for roads around the Town of Collingwood. These improvements were identified as providing an alternate route around the Town of Collingwood and helping address infiltration through the local neighbourhoods that occur as a result of the congestion on Highway 26 within the Town of Collingwood. Recommendations from the report identified the interim Highway 26 Alternative Route Around Collingwood consists of Poplar Sideroad, 10th Line, Simcoe Road 32 and Osler Bluff Road connecting with Highway 26 at the terminal points. It was also identified that Poplar Sideroad and 10th Line will both need to be reconstructed to County Road standards in order to withstand the additional traffic volumes they are expected to carry. Since the roads identified in this interim Highway 26 By-pass are under the control of different municipal jurisdictions and the route is expected to carry significant traffic volumes and

¹ Georgian Triangle Transportation Paper, Phase 2 Report, January 2008, R.J. Burnside & Associates Limited

provide the connection with the Provincial highway system, it has been suggested that the roads in this interim Collingwood By-pass be designated as County Roads.

As a component of the Transportation Master Plan, an exercise was undertaken to review the road classification and rationalization of the County Road system. For a road to be considered a County Road, there are a number of factors and criteria that must be met to ensure that the role and function of that roadway serves a County purpose. This same methodology and criteria was used to assess if Poplar Sideroad conforms to the County Road criteria.

The road rationalization criteria used to assess conformity to the County of Simcoe standards is as follows:

- Connects Municipalities/population Centres
- Connects to a County road in neighbouring jurisdiction
- Connects a provincial highway to a population centre >5 km distance
- Average Annual Daily Traffic (AADT) Threshold
- Commercial Goods Corridor
- Connects Major Recreational Centre to Provincial Highway
- Provides Urban Congestion Relief/By-pass
- Emergency Detour Routes

Applying Road rationalization criteria as outlined above, the evaluation indicates that Poplar Sideroad meets the thresholds for consideration as a Primary Arterial County Road. The designation of Poplar Sideroad in Collingwood to a County Road will establish a County road connection around the built-up area of the Town and provide an interim by-pass for traffic in the area. It will likely help reduce the amount of neighbourhood infiltration currently occurring as a result of congestion on the Highway 26 corridor through the Town. Furthermore, it provides an alternate route to access recreational activities in the area. Through designation of Poplar Sideroad as a County Road, the County will be able to maintain a level of control over the corridor to ensure the integrity of the facility is maintained according to County standards. It is recommended that the County of Simcoe and the Town of Collingwood commence discussions now to transfer Poplar Sideroad between Highway 26 to 10th Line.

The assessment of future 2031 traffic volumes, based on the Simcoe County Growth Plan, confirmed the need to designate Poplar Sideroad/10th Line/CR 32 as an interim alternate route around the Town of Collingwood to address congestion on Highway 26 through the Town of Collingwood. However, in the long term, improvements to Poplar Sideroad will not fully address the future transportation deficiencies in the area and a new road will be required to form a new Collingwood By-pass around the south end of the Town. In this event, this new road would become a County Road, Poplar Sideroad would likely not play

the same role in the County road network and should be transferred back to the Town when this new southern route By-pass around the Town of Collingwood is complete.

Stayner by-pass

Issue: Is a Stayner By-Pass required and if so, should the roads utilized for the By-pass route be uploaded to the County?

The Georgian Triangle Area Transportation Paper Phase 2 Report undertaken for the municipalities of the Township of Clearview, Town of Collingwood and the Town of the Blue Mountains identified a number of interim road network improvements needed to address congestion issues along Highway 26 that occurs within these municipalities. The report identified a capacity issue with Highway 26 through Stayner, in Clearview Township, and recommended that Simcoe Road 7 and Clearview 27/28 Sideroad serve as an interim Highway 26 alternate route around Stayner to accommodate existing and anticipated future traffic volumes. The report also suggested that for consistency in route signing, maintenance and corridor control functions, and from a road hierarchy perspective, the roads used for the interim By-pass route around Stayner be designated County Roads.

The traffic assessment undertaken as part of the County of Simcoe Transportation Master Plan identified and confirmed a capacity issue on the section of Highway 26 through Stayner under existing and future 2031 traffic conditions. Through the use of the strategic transportation model developed for the Transportation Master Plan, it was confirmed that a By-Pass around Stayner would help relieve capacity issues on Highway 26 through Stayner. While the model confirmed that creating a Stayner By-pass through the upgrade of 27/28 Sideroad Nott. between County Road 7 and Highway 26 to conform with County Road specifications, would help relieve congestion on Highway 26 through the settlement area, the results indicated that the use of County Road 10 to 12 Concession Sunnidale which would then connect with Clearview 27/28, would be a more effective By-pass around Stayner than the use of County Road 7 as proposed in the Georgian Triangle Area Transportation Report.

From the results of both the traffic assessment undertaken for the Georgian Triangle Area Transportation Report and the work undertaken for the Transportation Master Plan, it is recommended that County Road 10 from Highway 26 to 12 Concession Sunnidale/ Clearview 27/28 Sideroad Nott. to Highway 26 at the west end of Stayner form part of the interim Stayner By-pass and all roads should be designated as County Roads. Uploading Clearview 27/28 Sideroad and 12 Concession Sunnidale to the County of Simcoe from the Township of Clearview in the short term will mean the County will be able to maintain a

level of control over the corridor so the roadway network will function as a County Road and facilitate the through movement of trips between municipalities.

12th Concession of Clearview / Vigo Bridge / Flos Road 4 Springwater

Issue: Should the 12th Concession of Clearview/Vigo Bridge/Flos Road 4 in Springwater be uploaded to the County of Simcoe?

Under the current County Road Network, there is no east/west County Road that extends between the Township of Springwater and the Township of Clearview. Highway 26 is the only higher tier road that facilitates traffic movements between these two municipalities. The route proposed is the only continuous east/west route through the two municipalities linking Highway 93, and essentially Highway 400, to the Collingwood/Wasaga Beach area. It is understood that currently there are a number of vehicles traveling between the Highway 93/Highway 400 area to the Collingwood/Clearview area who use this convenient route.

The effectiveness of upgrading of this route to a County Road as part of the County Road system was assessed using the transportation model developed for the Transportation Master Plan. The results of the analysis of this route indicated that this road network alternative is a component of a much larger new County Road system that will facilitate movements between Highway 93 through to the Collingwood and Wasaga Beach area. Flos Road 4 in Springwater would link up with 12 Concession Sunnidale and 27/28 Sideroad Nott. to form a corridor between Highway 93 and Highway 26, and ultimately to County Road 124. A comparative evaluation of alternatives developed to address the capacity deficiency in the area determined that this combination of roads would help reduce congestion on County Road 93 at the east end of Wasaga Beach and will help relieve congestion through Stayner along Highway 26. This route gives motorists an alternative route to access between these areas.

In addition to providing benefits to the road system as demonstrated in the transportation model, the combination of roads was also reviewed to determine if they, as a system of roads, satisfies the criteria outlined for designation as a County Road.

The road rationalization criteria used to assess conformity to the County of Simcoe standards is as follows:

- Connects Municipalities/population Centres
- Connects to a County road in neighbouring jurisdiction
- Connects a provincial highway to a population centre >5 km distance
- Average Annual Daily Traffic (AADT) Threshold

- Commercial Goods Corridor
- Connects Major Recreational Centre to Provincial Highway
- Provides Urban Congestion Relief/By-pass
- Emergency Detour Routes

This road system satisfies a number of the criteria for a County Road as it connects municipalities and population centres, connects to a provincial highway system, connects a Highway to a population centre, is expected to have modest traffic volumes in the future, assists in connecting major recreations centers to the provincial highway system and provides urban congestion relief around Stayner, and the east end of the Town of Wasaga Beach.

The Flos Road 4, 12th Concession, 27/28 Sideroad route is recommended for transfer from the local municipalities to the County of Simcoe to provide new east-west County Road connectivity in the area. This route is currently used by many County residents as an alternate to Highway 26, and will tie into the proposed Stayner By-pass. This new County Road will provide capacity relief to CR 92, at the east of Wasaga Beach by providing additional connectivity and routes to access Collingwood/Wasaga Area

Horseshoe Valley Road (CR 22) – section (Division Road) from Highway 12 to Highway 11

Issue: Should Horseshoe Valley Road (CR 22) – section (Division Road) from Highway 12 to Highway 11 be uploaded to the County of Simcoe?

Under the current County Road system, Horseshoe Valley Road terminates at Highway 12. The extension of this road is Division Road and would provide a connection with Highway 11. The road rationalization criteria developed for the County Road system was applied to the section of Division Road between Highway 12 and Highway 11. Results of this assessment indicated that Division Road satisfies the criteria for a County Road and is recommended for transfer to the County. This road will provide an improved connection between CR 22, Highway 12, and Highway 11. This will strengthen the continuity of the County Road system in Severn Township and will also act as an emergency detour route for Highway 11. The verification of the road classification is presented in Appendix F.

County Road 42

Issue: Uploading Airport Rd and County Road 169 to the MTO?

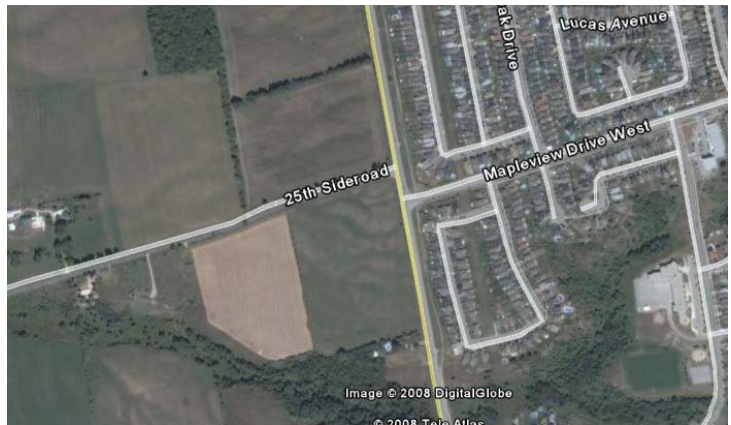
Under the road rationalization assessment undertaken for the Transportation Master Plan, both County Road 42 and County road 169 met the criteria established for a County Road. It is recognized

that these roads were once under MTO's jurisdiction, however, they connect to adjacent municipalities, provide access to population centers and recreational areas and play a key role in the overall County Road system. It is suggested that the County discuss with MTO the potential of returning these road to MTO's jurisdiction.

County Road 27 @ 25th SR of Essa / Mapleview Drive (Barrie) –

Issue: Should this off set intersection be realigned?

County Road 27 is a key road in the County's Road network and traffic along this road is expected to increase as the County grows. It is imperative that the operations on this road are optimized to facilitate the traffic movements. To provide network connectivity and provide more efficient intersection operations and allow for potential future signlaization of intersection, the realignment of 25th Sideroad with Mapleview Drive is recommended.



County Road 21 Thornton

Issue: Thornton – by-pass – or new road to join op CR 21 @ CR 27?

An assessment of exiting and future traffic volumes along County Road 27 through Thornton did not indicate a capacity issue at the intersection of County Road 27 and County Road 21. Based on forecast network traffic flow forecasts, a By-pass of Thornton was not warranted. However, it is possible that there are localized issues that may warrant a By-pass. It has been recommended in the Transportation Master Plan that a corridor around Thornton be protected in the long term. This would allow for a future By-pass of Thornton if required.

Rama Road Corridor

Issue: Access controls for Rama Road Corridor?

The current volume for the section of County Road 44 - Rama Road between Highway 12 and Casino Rama is approximately 17, 600 daily trips, one the highest volume roads in the County of Simcoe. With

the level of development occurring on this section of Rama Road, there are operational concerns with respect to the level of service and safety of the road. The road rationalization criteria established for the County Road system indicated that this section of road should be designated as Controlled Access as a result of its existing and future traffic volumes combined with the road's intended function. The Transportation Master Plan, in Chapter 5 outlines a number of policies with respect the Controlled Access corridors and the need for strict access management controls in order to maintain the function of the road. During the public information sessions, a number of comments were made requesting stricter access controls along Rama Road in order to service through movements. The Controlled Access designation of the section of Rama Road between Highway 12 and Casino Rama will assist in preserving the integrity of the corridor.

Midhurst East/West Corridor

Issue: Provide a By-Pass of Barrie to connect with Highway 400?

The assessment of network alternatives undertaken to address future capacity deficiencies indicated a need for a Barrie By-pass to help relieve traffic congestion expected on Highway 400 through Barrie. This is also an important corridor as it will play a key role in facilitating goods movement along Highway 400 and by-pass congestion. It is recognized that a Barrie By-pass would be a Provincial initiative and is subject to their planning and approval process. The implementation of this new road corridor may take some time but in the interim, traffic will continue to grow and the adjacent roads will become congested or more congested. As an interim measure, the Transportation Master Plan has recommended a number of upgrades to existing local roads in the vicinity of Midhurst to address capacity deficiencies in the short and medium term. These recommendations include upgrading of Wilson Drive to a County Road and the widening of the section between Ferndale Drive and County Road 43, Snow Valley Road combined with the widening of County Road 27 north of Highway 26 to County Road 22. More details on a Barrie By-pass are described in Chapter 5 of the Transportation Master Plan.

Wilson Drive - Ferndale Drive to Highway 26

Issue: Should Wilson Drive be uploaded to the County of Simcoe?

Wilson Drive is under the jurisdiction of the Township of Springwater and is the northerly extension of Ferndale Drive and services the north west area of the City of Barrie. Wilson Drive is a two lane road with a rural cross section and extends from Ferndale Road at northern limits of the City of Barrie, just south of County Road 40 (Sunnidale Road) to County Road 22 (Horseshoe Valley Road). Wilson Drive

runs in the north/south and direction and parallels Bayfield Street North and the northerly section of County Road 27, north of Highway 26.

Current traffic volumes on Wilson Drive in the vicinity of County Road 40 is approximately 6000 AADT and is expected to increase in the future particularly as development occurs in the immediate area.

In the network evaluation undertaken for the assessment of future traffic conditions, Wilson Drive played a key role in providing an alternate route for vehicles traveling to and from Barrie and provides for County Road continuity and satisfies the criteria established for a County Road. It is recommended that this section of Wilson Road be transferred from the Town of Springwater to the County of Simcoe. While providing relief for urban congestion along Bayfield Street it acts as an alternate travel for vehicles traveling in the area. It connects the north end of Barrie with Highway 26, and provides a secondary connection to major recreational centres and provides linkages to other County roads in the area.