

COUNTY OF SIMCOE

TRANSPORTATION MASTER PLAN

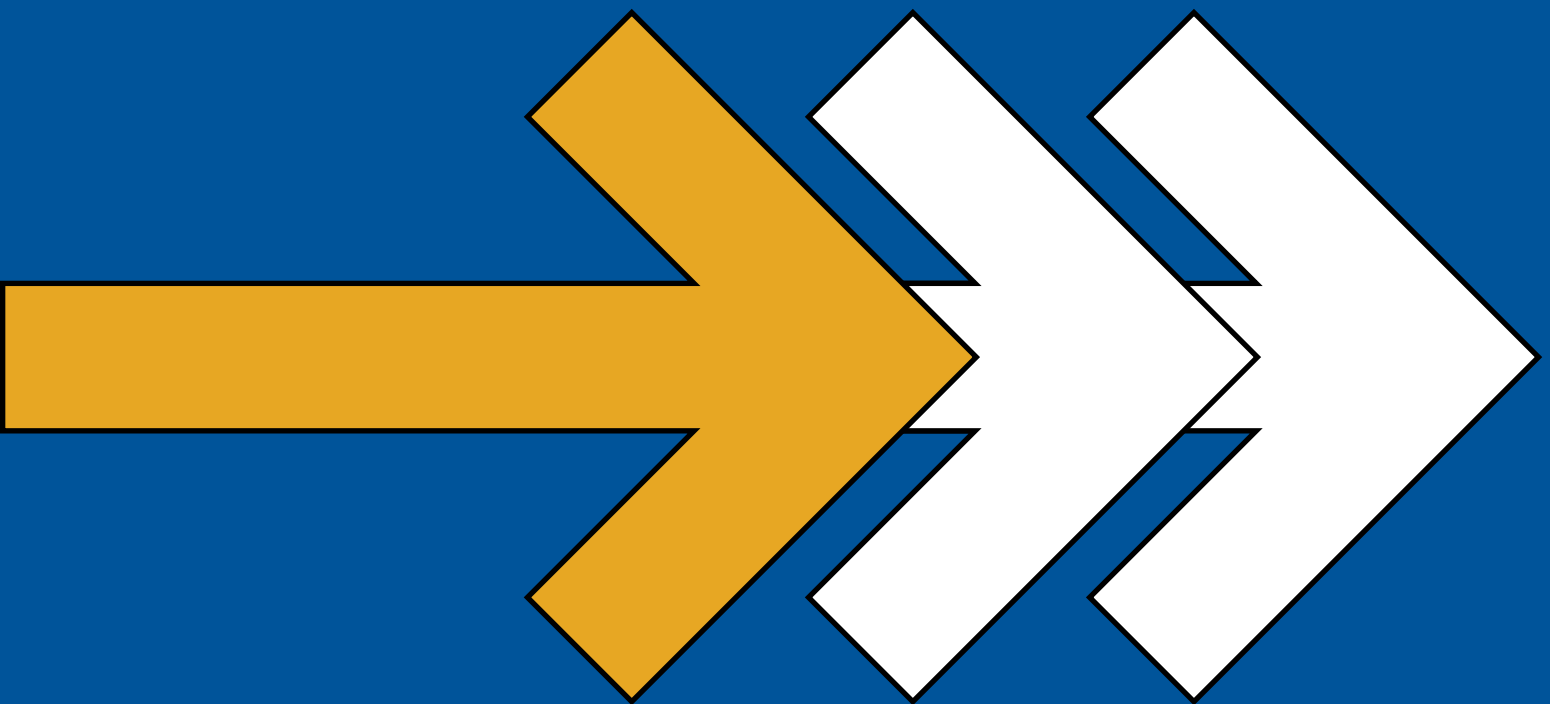


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PART 1

STUDY FOUNDATION

Chapters

- 1 Introduction
- 2 Setting the Context
- 3 Consultation
- 4 Strategic Framework
- 5 Needs and Opportunities

Part 1 outlines the foundation upon which the TMP Update is built, helping to set the stage for the overarching transportation themes of the TMP.

Part 1 provides important study context, summarizes the consultation activities conducted throughout the study, outlines the strategic framework, and summarizes the transportation needs and opportunities in the County of Simcoe that the TMP Update responds to.

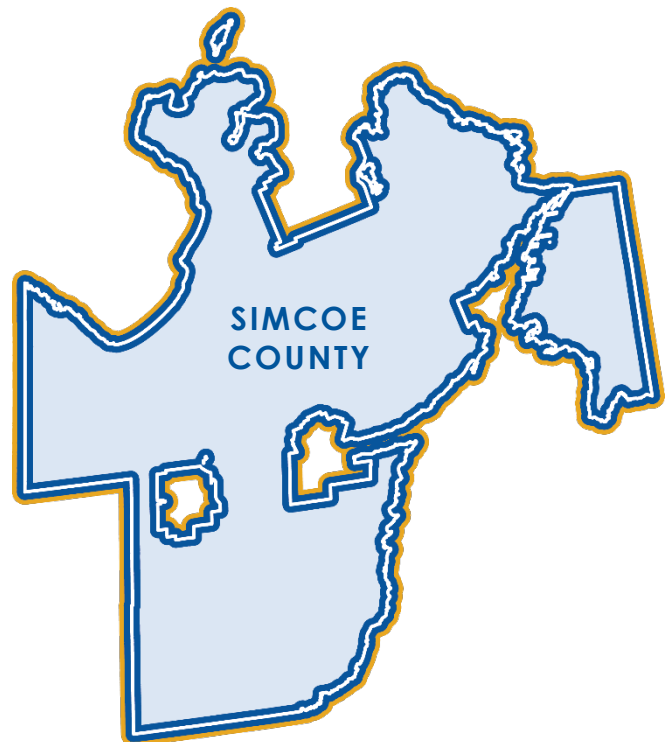
Introduction

The County of Simcoe Transportation Master Plan (TMP) is a long-term strategy that guides the planning, development, renewal and management of a multi-modal transportation system. The TMP will help support the County of Simcoe’s Vision for its transportation system and ensure that issues and growth are responded to with a focus on transit, active transportation and the environment.

Updating the Transportation Master Plan

The County of Simcoe has seen much change since the 2014 TMP Update. Population growth and urbanization are ongoing and are particularly strong in the southern parts of the County due to development pressures in the adjacent Greater Toronto Area. The County of Simcoe is expected to grow to about 555,000 residents and host 198,000 jobs by 2051 – that represents growth of more than 200,000 people and 82,000 jobs from the 2021 Census.

It’s an exciting time to update the TMP to ensure that current needs and evolving travel conditions are responded to, and the changing demographics and priorities of the County and its residents are reflected. Since the previous TMP, the County has seen an influx of residents and is expecting major mixed-use developments such as the Mobility Orbit in Innisfil and the Poplar Regional Health and Wellness Village in Collingwood. Tourism has also accelerated, especially around the shores of Georgian Bay, and new and



growing industries and commercial development are underway throughout the County. The COVID-19 pandemic response has changed travel patterns with more people now working from home. Technologies are also changing – electric vehicles, growing transit connections and an ever-increasing share of online shopping are shaping the way people and goods move. These changes, combined with the County’s progress made towards its multi-modal transportation networks, provide a foundation for renewing the TMP Update.

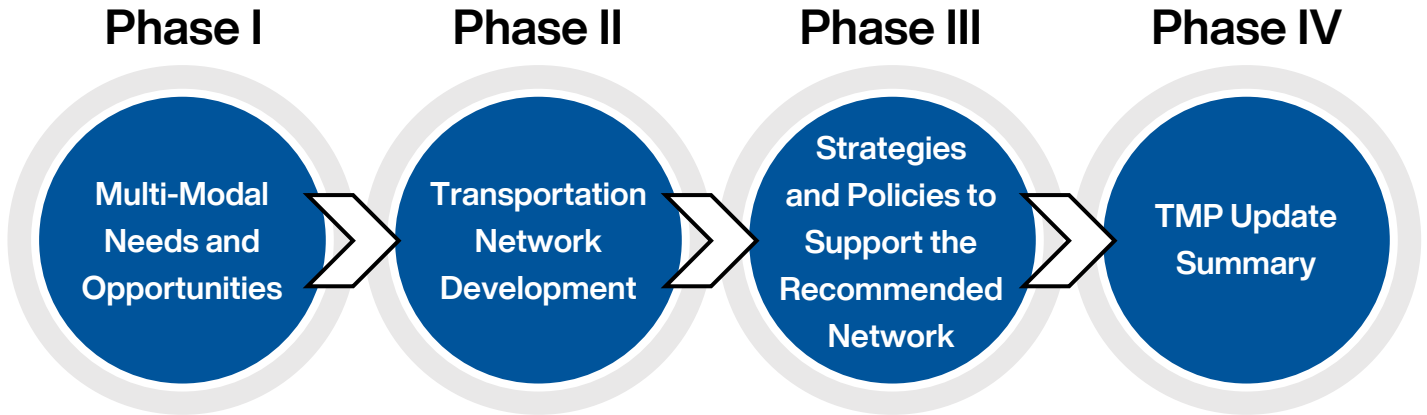
To support the County’s growth and change, the TMP Update serves as a roadmap for investing in roads, transit, walking and cycling to the planning horizon of 2051 and beyond. The TMP Update identifies infrastructure improvements, actions and strategies for the County to manage its transportation system, developed to meet the TMP study Goals. Improving the efficiency and safety for all modes of travel, guiding responsible spending across transportation infrastructure and programs, and identifying sustainable options that lead to a more protected environment are the main tenets to meet the long-term Vision for Simcoe County’s transportation system.

The TMP Update was developed with extensive input from the public. Stakeholder input also played a vital role, including extensive feedback from local municipalities, adjacent municipalities, technical and regulatory agencies, as well as the Ministry of Transportation of Ontario (MTO) and Metrolinx. Concerns and priorities of both members of the public and stakeholders focused largely on improving safety of all road users, advancing active transportation infrastructure, optimizing road network efficiency, balancing the needs of trucks while mitigating negative impacts, and improving transit connectivity and service, to name a few.

As such, the focus of the TMP Update is to advance the County’s multi-modal transportation system – walking, cycling, transit and driving – in addition to other important considerations such as safety, goods movement and the environment. It also aligns with existing County values (embodied in the County’s Strategic Plan) and makes strides toward realizing the Province’s vision for the Greater Golden Horseshoe and the planning of complete communities that are healthy and prosperous.

Study Process

The TMP Update was conducted over the following four phases, with public and stakeholder consultation and communication activities conducted throughout.



About This Document

This document summarizes the transportation solutions, including infrastructure projects and strategies, developed to guide the County of Simcoe into the future. Further details are available in four background reports, provided separate to this TMP document. The background reports are:

- > **Phase I: Multi-Modal Needs and Opportunities**
- > **Phase II: Transportation Network Development**
- > **Phase III: Strategies and Policies to Support the Recommended Network**
- > **Engagement Summary**

As the culmination of the background reports listed above, this document summarizes the overarching direction, recommendations and actions that the County of Simcoe will implement to direct transportation investments County-wide. The report is structured as follows:

- > **Chapter 1** introduces the TMP Update, provides an overview of the study process, and summarizes the Municipal Class EA process.
- > **Chapter 2** provides a high-level overview of important Simcoe County context, outlining the major factors calling for an update to the TMP.
- > **Chapter 3** outlines the extensive consultation that was conducted with stakeholders and the public throughout the TMP study process.

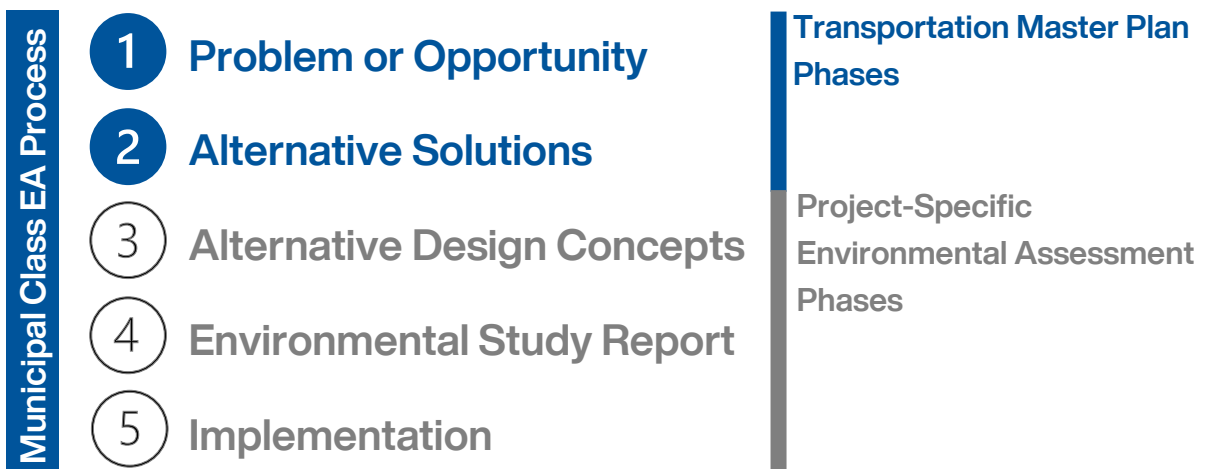
- > **Chapter 4** outlines the Strategic Framework, comprising of the transportation Vision for the County of Simcoe, as well as the TMP Goals.
- > **Chapter 5** provides a summary of the needs and opportunities that act as the basis for the recommended transportation solutions.
- > **Chapters 6 through 8** outline the transportation solutions and actions for roads, transit and cycling, respectively.
- > **Chapter 9** identifies additional strategies to support different components of the transportation system.
- > **Chapter 10** summarizes the TMP Action Plan, representing next steps for the County of Simcoe in improving the transportation system.
- > **Chapter 11** outlines the timing and costing of selected transportation networks, and **Chapter 12** summarizes TMP monitoring program.

Municipal Class Environmental Assessment

The TMP study followed the Municipal Class Environmental Assessment (MCEA) planning process for Master Plans under the Environmental Assessment Act.

The MCEA process provides a transparent approach to planning and building municipal infrastructure. The TMP Update followed the Master Plan Approach #1, shown below, involving the completion of the first two phases of the MCEA planning process, as follows:

- > MCEA Phase 1: Identify the problem or opportunity.
- > MCEA Phase 2: Identify and evaluate alternative solutions to address the problem and establish a preferred solution.



For the County of Simcoe TMP, the major problem / opportunity that needed to be addressed was planning for future multi-modal travel demand growth while meeting the needs residents and visitors. Broad alternative approaches were developed to identify the problem and preferred solutions.

Generally speaking, master plans meet the documentation and consultation requirements for lower-impact projects (Schedule A/A+) to proceed to design and construction, while additional study will be required for recommended projects with higher impacts. This TMP Update serves as the basis for, and will be used in support of, future investigations for the specific Schedule B and C projects identified within it, and additional investigation at the project-specific level will be required to fulfill the Municipal Class EA documentation requirements. Schedule B projects would require the filing of the Project file for public review while Schedule C projects would have to fulfil Phases 3 and 4 prior to filing an Environmental Study Report (ESR) for public review.

Official Plan Alignment

The County of Simcoe has been undertaking a Municipal Comprehensive Review (MCR) since 2020, which is the required planning process used to bring the Official Plan into conformity with the Province's *Growth Plan for the Greater Golden Horseshoe* (2020). The Growth Plan establishes the overall pattern of development and environmental management in the region and sets the stage for more detailed local planning. As the County changes, updating the Official Plan ensures growth is supported and directed in a way that aligns with provincial direction.

In August 2022, County of Simcoe Council adopted County Official Plan Amendment #7 (COPA#7). This amendment represented Phase 1 of the County's MCR and allocated growth forecasts to each of the County's 16 local municipalities.

In October 2022, the Provincial government introduced Bill 23, the *More Homes Built Faster Act, 2022*. The purpose of Bill 23 is to introduce several legislative changes that are to increase housing supply throughout Ontario and to achieve the Province's goal of 1.5 million new homes in the next decade. One of the changes proposed by Bill 23, which is yet to come into force, removes legislative planning responsibilities from certain upper-tier municipalities, including the County of Simcoe. COPA#7 remains with the Ministry of Municipal Affairs and Housing for review and approval. Considering the dynamic changes being proposed to the Provincial planning policy framework and the pending Provincial decision on the

County's MCR growth forecasts, the timing of the County's MCR has been in flux. Furthermore, TMPs often lean on official plans as a means of implementing transportation policy and future right of ways. Due to changes as result of Bill 23, the County's Official Plan is expected to cease to exist at some point in the future, and alternative approaches will be required to implement the TMP Update.

The TMP Update aligns with the in-force Official Plan, including the MCR and Official Plan amendments. These two planning documents provide a blueprint for growth management, long-term planning and funding of transportation networks.

Setting the Context

Located at the northern limits of the Greater Golden Horseshoe, Simcoe County is a vast, growing area with diverse transportation challenges and opportunities. The County is an upper-tier municipality for 16 lower-tier, or local municipalities, and is in close proximity to various Indigenous communities who have treaty rights in Simcoe County. Home to over 300,000 residents, the County hosts over eight million seasonal visitors who enjoy the area's rich natural heritage and quality recreational activities. As such, the movement of people and goods are largely accommodated via a comprehensive County-wide road network. A map of the County, its local municipalities, and the road network are shown in [Map 1](#).

The existing road network in the County of Simcoe consists of roads under provincial, County and local municipal jurisdiction. The TMP Update focuses on infrastructure, operational and safety improvements of the County road network.

The Cities of Barrie and Orillia are both geographically surrounded by the County of Simcoe but are single-tier municipalities independent of County governance. They are important service and employment centres for the region.

The Province of Ontario is Making Big Moves that will Impact Travel Throughout the County

The Province of Ontario provides strategic direction regarding transportation planning and has put forward policies that encourage the development of multi-modal transportation options. The TMP Update considers a range of mobility strategies to improve the ways in which the County and its local municipalities will accommodate growth over the long-term, conforming with overarching direction provided by the *Provincial Policy Statement (2020)* and the *Growth Plan for the Greater Golden Horseshoe (2020)*.

Provincially led infrastructure projects will also reshape travel patterns and connections throughout the County. The Highway 400-404 Link (Bradford Bypass), the widening of Highway 400 from Highway 89 to Highway 11, and a proposed GO Station in Innisfil are set to transform mobility. Maintaining appropriate County road connections to accommodate for these changes is important moving forward, especially to help balance the needs of different road users throughout settlement areas across the County.

More broadly, the recently published planning document *Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022)* outlines the Province’s vision for the future transportation network for Simcoe County, presenting new opportunities for the County to expect and to align their planning toward. The TMP makes strides toward realizing the Province’s vision for the Greater Golden Horseshoe, planning for multi-modal and complete communities.

Growth in the County of Simcoe is Strong but Unevenly Distributed

Simcoe County can expect tremendous growth over the next few decades. **Table 1** outlines the growth forecasted for all 16 local municipalities, amounting to more than 240,000 new residents and more than 87,000 additional jobs by 2051.

The southern local municipalities of Bradford West Gwillimbury, Innisfil and New Tecumseth can expect the most rapid change. These areas will face significant growth pressures and transportation demand as they are increasingly integrated into the larger Greater Toronto Area economy and commuter shed. This underscores the importance of efficient and multi-modal connections across the County, including mobility options for commuters. Improved cross-boundary connections with neighbouring municipalities, as well as seamless integration with the Provincial road network, are also important to optimise regional connectivity.

The northern local municipalities are also facing growth pressures owing to their leisure and recreational opportunities. Areas along the Georgian Bay shoreline including Collingwood, Wasaga Beach, Midland, Penetanguishene and Severn have economies focused on resources, agriculture and tourism, and comprise part of Ontario’s “Cottage Country.” The largest growth is anticipated to take place in the urbanized areas of Collingwood and Wasaga Beach. Springwater will also see growth as development around Midhurst accelerates, owing to its proximity to Barrie. Ensuring good County-wide connections is key to help balance the needs of residents and visitors, and supporting cross-boundary connections and road network efficiency will be of particular importance for the communities in Northwest Simcoe.

While the 16 local municipalities set their own policies and priorities through their Official Plans and Transportation Master Plans, the County of Simcoe TMP Update outlines the role that the County plays in responding to growth, while also tapping into the local knowledge and context of the local municipalities.

Map 1: County of Simcoe

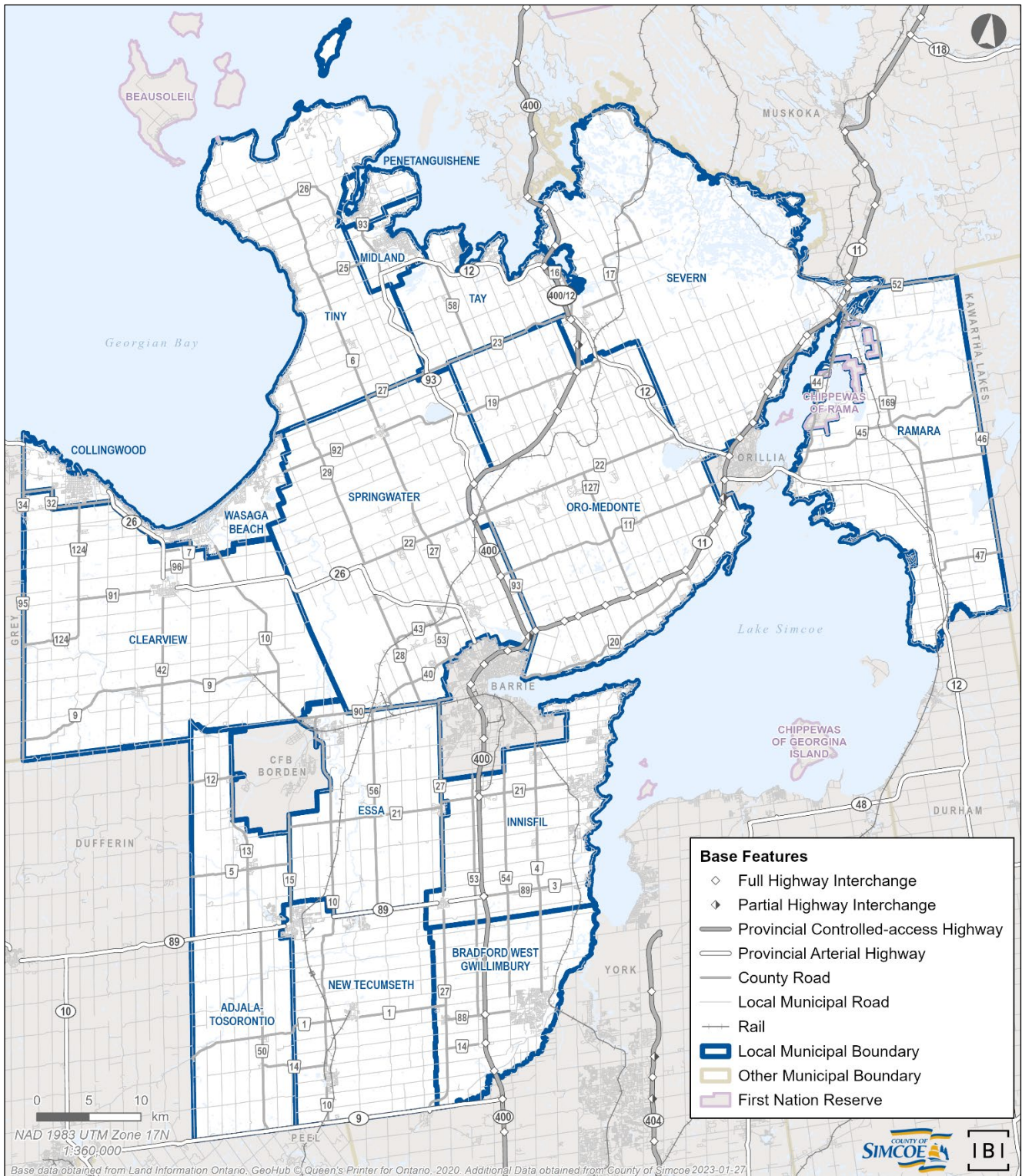


Table 1: Population and Employment Growth in the County of Simcoe

Local Municipality	2016 Pop.	2051 Pop.	Pop. Growth	2016 Emp.	2051 Emp.	Emp. Growth
Adjala-Tosorontio	11,270	11,970	700	2,150	2,490	350
Bradford West Gwillimbury	36,560	83,470	46,910	10,680	30,900	20,220
Clearview	14,530	21,820	7,290	4,280	6,470	2,190
Collingwood	22,370	42,690	20,320	11,620	18,530	6,910
Essa	21,820	34,740	12,920	9,160	13,350	4,200
Innisfil	37,850	84,450	46,600	8,680	30,270	21,590
Midland	17,290	24,290	7,000	10,710	13,170	2,460
New Tecumseth	35,440	80,590	45,150	19,600	31,550	11,950
Oro-Medonte	21,560	26,230	4,670	5,700	9,310	3,610
Penetanguishene	9,190	14,390	5,200	4,830	6,100	1,270
Ramara	9,730	12,870	3,140	5,270	7,420	2,150
Severn	13,820	17,790	3,970	3,950	5,640	1,690
Springwater	19,560	32,490	12,930	6,390	9,190	2,800
Tay	10,290	13,130	2,840	1,450	2,610	1,150
Tiny	12,080	16,010	3,930	1,430	2,390	950
Wasaga Beach	21,220	38,090	16,870	4,220	8,510	4,280
Simcoe County	314,580	555,020	240,440	110,120	197,900	87,770

Source: County of Simcoe Municipal Comprehensive Review Estimates (2022)



Considering Climate Change and the Environment in Developing the County's TMP

Healthy natural ecosystems and environment provide important resources for the County, as well as its residents and visitors. They provide critical ecosystem services such as reduced risk from natural hazards like flooding and erosion, clean air and water, increased recreation opportunities, habitat for local biodiversity, and economic viability. Impacts on the environment and these critical systems should continue to be mitigated, especially in the face of climate change driven by heat-trapping greenhouse gas emissions.

Climate change is the long-term shift in the average weather conditions or properties of a region, typically decades or longer, including changes in extreme conditions¹. The County of Simcoe TMP Update was developed to limit the County's transportation-related impacts on climate change—namely, decreased levels of greenhouse gases and considerations for alternative mobility options.

The TMP Update study involved a comprehensive policy review of pertinent plans and policies at the Provincial, County and local municipal levels. Recommended projects and strategies identified in this TMP Update should continue to consult with and ensure alignment with the environmental policies of key planning documents, including (but not limited to) the following: Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), Greenbelt Plan (2017), Oak Ridges Moraine Conservation Plan (2017), and the Lake Simcoe Protection Plan (2009).

Extreme weather events due to climate change may impact infrastructure to a higher degree than their original designs had allowed for. Hotter temperatures, heavier precipitation, flooding and more frequent ice storms may result in additional costs to maintain, repair or replace road infrastructure due to accelerated erosion, pothole formation, etc. Climate change mitigation—that is, measures or actions to reduce greenhouse gas emissions and the impacts to natural and human systems—is a central tenet of the TMP Update and has informed decision-making throughout the study process.

¹ <https://www.canada.ca/en/environment-climate-change/services/climate-change/canadian-centre-climate-services/basics/concepts.html>

A key step in the Municipal Class Environmental Assessment Master Plan process is to identify and evaluate network alternatives. These alternatives represent differing variations of projects and strategies that aim to respond to the identified needs and opportunities in Simcoe County. The following network alternatives were identified: Base Case, Trend Scenario, and Higher-Sustainability. The objective of this process was to identify the network alternative that best responds to the stated transportation Goals for the County of Simcoe, one of which explicitly considers climate change reduction—*Protected Natural Environment*.

The Higher-Sustainability network alternative was identified as the most effective approach to address the County’s transportation needs and meet the TMP Goals. While it is recognized that County-wide transportation will continue to be reliant on private vehicles, this network alternative ensures that an increased focus on alternative mobility options will not only encourage more people to choose transit and active transportation as reliable mobility options, but also improve and support these modes for people who already depend on them. The Phase II report provides further detail on this process, including how each of the network alternatives align with the TMP environmental goal.

The TMP recommendations were identified with consideration for limiting impacts on the environment. Protecting natural features as well as ecological functions of watercourses in Simcoe County are important considerations, and the impacts of infrastructure projects (e.g. roadway widenings on stormwater runoff) should be considered as the County undertakes environmental assessments that result from the recommendations detailed in this TMP Update.

The Province of Ontario provides a climate change guide, *Considering Climate Change in the Environmental Assessment Process*², detailing the expectations for climate change considerations from the Ministry of the Environment, Conservation and Parks (MECP) in the Environmental Assessment process. The guide provides examples, approaches, resources and references to assist proponents with considerations of climate change and should continue to be consulted by the County in the preparation, execution and documentation of environmental assessment studies and processes that come out of the recommendations detailed in this TMP Update.

² <https://www.ontario.ca/page/considering-climate-change-environmental-assessment-process>

Consultation

Effective and meaningful engagement throughout the study process is essential to developing a robust TMP. Throughout the TMP study, ongoing consultation opportunities have been critical to ensuring that the recommendations and actions meaningfully reflect the experiences and priorities that the County of Simcoe, the public and stakeholders have regarding transportation.



Engagement groups, including public and stakeholder consultation activities and input, are documented in the [Engagement Summary Report](#).

Ongoing Engagement

Numerous engagement activities were held throughout the TMP study, and consultation efforts focused on two streams: engaging the public and engaging stakeholders. The study involved a wide range of input from members of the public, local municipal representatives from the County's member municipalities, neighbouring municipalities and technical stakeholders. Due to the COVID-19 pandemic restrictions and precautions, all consultation events and meetings throughout the study process were hosted virtually.

Consultation was conducted over two rounds of engagement.

Round 1 Engagement (March to April 2021) focused on understanding transportation needs and opportunities in the County of Simcoe, as well as developing the study foundation. It consisted of the following activities:

- Public Information Centre 1 was hosted in an interactive engagement space that allowed users to navigate through a virtual room and view display boards featuring project information, an interactive map where participants could share transportation-related concerns and input, and online survey focused on transportation priorities and concerns. All content provided in the virtual space was also available on the project webpage, which also included project contact information inviting the public to share feedback to the project team throughout the study.
- Municipal Advisory Committee Meeting 1, consisting of representatives from local municipalities of the County of Simcoe.
- Technical Advisory Committee Meeting 1, consisting of technical and regulatory agencies with an interest in the TMP.

Round 2 Engagement (March 2022 to May 2022) outlined the draft strategies and transportation solutions identified to respond to the transportation needs and opportunities in the County of Simcoe, and consisted of the following engagement activities:

- Public Information Centre 2 was hosted in the same online interactive engagement space, and featured project display boards and an online survey asking participants to share their input about the draft recommendations. All content provided in the virtual space was also available on the project webpage, which also included project contact information inviting the public to share feedback to the project team throughout the study.
- Municipal Advisory Committee Meeting 2 was conducted over three sessions to allow local municipalities sufficient time to provide input.
- Technical Advisory Committee Meeting 2 consisted of technical and regulatory agencies with an interest in the TMP.
- Three technically focused meetings with specialized stakeholder groups were conducted, with the aim of soliciting targeted feedback on specific transportation related topics. The meetings consisted of an active transportation focus meeting, a transit focus meeting and a regional government review meeting.

Driven by Community Input

The Public Information Centres provided valuable opportunities to engage directly with residents in the County of Simcoe and beyond, learning about their experiences, concerns and priorities about the future transportation system over two rounds of engagement.

The virtual events also allowed members of the public to give feedback on issues, values and recommendations throughout key milestones of the TMP study, directly shaping the transportation Vision, Goals and development of transportation solutions.

General ideas and priorities heard throughout the Public Information Centres included the following themes, feedback in which is reflected throughout the transportation solutions identified by the TMP.

- > **Common interest in improved active transportation infrastructure to support the safety and comfort of vulnerable road users:** Increased separation of motorized versus non-motorized modes is a major factor in active transportation (specifically cycling) uptake. Expanded and safe cycling routes between both rural and urban communities County-wide should be available where needed to serve the desired connections of residents and visitors, for people of all ages and abilities.
- > **A desire for better transit service that is more frequent and streamlined, with improved connections to key hubs and other transit:** Expanding LINX Transit service to unserved or underserved communities throughout the County is an important need, with considerations for transit users of all demographics, income levels, abilities, and commuting needs. Additionally, facilitating connections between LINX transit and GO Transit, as well as expanding and integrating a regional transit network, are key considerations.
- > **An improved road network to facilitate safe and efficient County-wide connections:** Solutions are needed to improve the County road network that provide the connections residents need both within the County and to outside the County, with an added focus on seamless links to the provincial highway network and with local roads. Improving road user safety, mitigating traffic through settlements areas, and responding to congestion are other important factors.
- > **Leverage different policies and strategies to help shape transportation:** Improving design guidelines to reflect a Complete Streets approach to road network planning, increasing access to electric vehicle charging stations across the County, adopting transportation demand management strategies in an effort to mitigate single-occupancy vehicle use, and improving safety among all road users are some of the top priorities among County residents. Progress toward the integration of different modes of transportation as a means of supporting inter-modal travel is also a focus for the transportation system.

What We Heard

Below is some of the input received from the public throughout the TMP study.

Transit

“Better connections to Toronto of any kind would benefit the entire Simcoe County.”

– **Collingwood**

“Due to physical and financial challenges, factor in the need for affordable, accessible transit within smaller communities.” – **Essa**

Cars

“I'd like to see roundabouts used much more often given the number of collisions and near misses at two way stops on County roads.” – **Barrie**

“I am concerned that a continued focus on car-centred travel and level of service actually creates congestion.”

– **East Gwillimbury**

Connected Community

“Ensure that isolated and underserved communities have transportation options to access grocery stores, health care, pharmacies, banks, employment and education.” – **Tay**

“Invest in things that will help people get from A to B. Public transportation, bike paths for commuting and for leisure.”

– **Adjala-Tosorontio**

Active Transportation

“There needs to be physical separation on major arteries to keep cyclists / pedestrians safe.” – **Midland**

“There should be more focus on cycling as a mode of transport as part of the overall system.”

– **Penetanguishene**

Goods Movement

“Please seriously look at specific routes for commercial vehicles away from residential areas.” – **Midland**

“Plans for traffic circles on Horseshoe Valley Road must be worked on soon to stop speeding transport trucks.”

– **Oro-Medonte**

Environment

“EV buses, trains, cars and trucks must be a focal point so that we can be environmentally sound, while reducing pollution.” – **Barrie**

“Focus on environmental sustainability – ensuring low-GHG emissions, protecting natural lands, and ensuring that the transport system does not encourage further urban sprawl.” – **Clearview**

Shaped by Key Stakeholders

Stakeholder events held throughout the study provided valuable insight into the transportation needs and priorities in the County of Simcoe. Input was solicited from a range of stakeholders, including representatives from the County of Simcoe, member municipalities, neighbouring municipalities, Indigenous communities, the Ministry of Transportation of Ontario, Metrolinx, school boards and other regulatory agencies.

Member municipalities that were engaged as part of the TMP Update were essential in providing local context and highlighting transportation needs pertinent to urban, suburban and rural residents. Input received was critical in shaping the transportation solutions and recommendations outlined in this TMP Update.

The Municipal Advisory Committee and Technical Advisory Committee were essential in gathering input from municipal representatives, relevant agencies and technical experts to better inform the TMP study. While a broader range of stakeholders were contacted to advise of the study and invite feedback, stakeholders identified as having a more direct interest in the TMP Update were invited to participate in the meetings.

Virtual meetings were conducted over two rounds of engagement with the aim of generating consensus and support from interested stakeholders. Together, a total two Municipal Advisory Committee meetings, two Technical Advisory Committee meetings, and three technically focused meetings were conducted.

Input received from stakeholders included a wide breadth of content. In general, the following issues and priorities were identified, and are reflected throughout the transportation solutions outlined by the TMP Update:

- **Support for safer and improved County-wide active transportation infrastructure:** The provision of a comprehensive active transportation network, including cycling facilities and multi-use trail opportunities, is important for daily recreation and transportation needs of residents of all

ages and abilities. Increasing connections between communities, opportunities to connect to the trail system, and adopting an accessible lens in planning are important considerations. The construction, management and maintenance of routes identified along local municipal roads will be important to define moving forward.

- > **Desire for improved transit connections and overall support for County-wide transit amalgamation:** Improved coordination between LINX transit and local transit services, including fare integration and cross-boundary trips, will better serve communities. Expanded County-wide transit service – e.g. LINX service expansion to smaller settlement areas, GO Transit service and network improvements – can also help connect people and communities, and help to support transit uptake. Additionally, a County-wide transit model should identify and meet the local needs of lower-tier municipalities and leverage local knowledge in transit planning.
- > **Improved road network efficiency, safety and connectivity is an important outcome of the TMP:** Seasonal traffic on Provincial roads and the influx of congestion onto County and local roads, is an issue throughout the County. Increasing through traffic in Collingwood, Stayner and Cookstown have pushed the need for bypass routes. Improved road user safety, opportunities to transfer selected local municipal roads to County jurisdiction, and opportunities to respond to cross-border connectivity and overall coordination among neighbouring municipalities are important considerations.
- > **Balancing the needs of trucks and other road users:** Improved management of heavy vehicles, including identified truck routing, is an important issue. Mitigating negative impacts of trucks, improving safety among all road users, and improving agricultural equipment are also important considerations.
- > **Adopt an equity lens across all modes for all users:** Strengthen considerations for human health and safety and adopt an equity lens in planning to ensure an accessible transportation system that responds to different needs across different demographics.
- > **Use the transportation system to support environmental goals:** Strengthen attention to climate change action, environmental sustainability, and environmental protection, and prioritize infrastructure

solutions that are resilient. The development of a multi-modal transportation system can support mobility choices that are sustainable, lessen the reliance of cars and help achieve a reduction in greenhouse gas emissions. Additionally, the installation of electric vehicle charging infrastructure at key locations across the County, and the conversion to an electric transit fleet, are important considerations.

Inclusive of Indigenous Communities

The duty to consult directs the project team to engage with Indigenous communities who may be affected by or may wish to help shape the transportation plans and policies that will be developed as part of the TMP Update.

The County of Simcoe, along with the Ministry of the Environment, Conservation and Parks, identified nearby Indigenous communities that may have an interest in the TMP Update, as follows:

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

The identified Indigenous communities were contacted to advise of the study and to invite their participation in the planning process/request formal input. They will be consulted further on project specific environmental assessments that arise from the TMP Update.

Strategic Framework

The Strategic Framework for the TMP Update is comprised of three important components – the transportation Vision Statement, Goals and Guiding Principles – each designed to guide the development of the study. The Vision and Goals articulate the impact the TMP Update is designed to effect, while the Guiding Principles are intended to facilitate the development of the study itself.

The Vision, Goals and Guiding Principles were developed using the 2014 TMP Update as a starting point and refined based on latest industry best practices, updated policy directions in more recent County planning and policy documents, and input from members of the public as well as stakeholders.

The Vision, Goals and Guiding Principles were presented in draft to the public and stakeholders as part of the first round of engagement.

Vision for the County of Simcoe

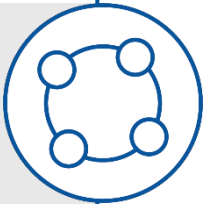
The transportation Vision is an overarching statement that represents the aspirations of the TMP and reflects the desired future of the County of Simcoe. All recommendations and decision-making work toward realizing the Vision.

A draft version of the Vision was presented to the public and stakeholders during the first round of consultation where it received overall strong support. The vision was updated based on the feedback received.

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

TMP Goals

The Goals represent outcomes of the TMP and are used to evaluate planning solutions throughout the study. The Goals were presented to the public during the first round of consultation and were updated based on the feedback received.



Connected Communities

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



Efficient Goods Movement

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



Transit as a Viable Choice for Everyday Travel

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



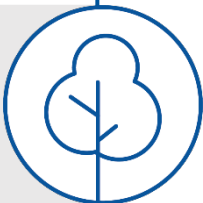
Safe and Connected Active Transportation

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



Responsible, Forward-Looking Stewardship

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



Protected Natural Environment

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

Guiding Principles

The Guiding Principles are overarching value statements that served as building blocks for the development of the TMP Update. They also build on best practices in developing transportation master plans in Ontario.

- 1** Establish an efficient and integrated multi-modal transportation network.

- 2** Support safe and reliable movement of people and goods.

- 3** Plan for accessibility and equity in the transportation system.

- 4** Integrate transportation and land use planning.

- 5** Develop plans and policies with meaningful stakeholder and public engagement.

- 6** Protect transportation corridors to accommodate future needs.

- 7** Optimize fiscal spending through responsible stewardship.

- 8** Support strategies to safeguard the environment, reduce GHG emissions and be resilient to the impacts of climate change.

Needs and Opportunities

Transportation needs and opportunities in the County of Simcoe were identified through technical analysis, stakeholder consultation and public input. The following needs and opportunities summarize the findings of this analysis, serving as the launchpad for the development of transportation solutions and recommendations.



The identification and development of transportation needs and opportunities is documented in detail in the [Phase I: Multi-Modal Needs and Opportunities report](#).

ROADS

Meet the Needs of Existing and Future Travel Demand.

Adapt the County road network to address capacity constraints and integrate all travel modes through a Complete Streets approach. Respond to growth pressures and seasonal traffic to improve the safe and efficient movement of people and goods.

CYCLING

Make Active Transportation More Important. Elevate the role of active transportation to respond to a growing demand for safe, dedicated cycling routes. Build County-wide connections through the identification of priority routes, with a focus on connecting settlement areas and expanding tourism routes.

TRANSIT

Grow Transit Connections and Coverage within, to and from the County. Grow County transit connections, coverage, accessibility, integration and rider experience to respond to growth and support mode share uptake. Support local transit and move toward regional transit integration.

STRATEGIES

Develop a Framework for Supporting Strategies. Develop supporting strategies and policies to achieve Goals of the TMP and support the County's investment in transportation infrastructure. Ensure strategies reflect current thinking and best practices in transportation planning.

PART 2

RECOMMENDATIONS

Chapters

- 6 Roads
- 7 Transit
- 8 Cycling
- 9 Supporting Strategies

Part 2 outlines the recommended networks and transportation strategies for the County of Simcoe. Recommendations and corresponding actions for roads, transit and cycling are summarized, as well as a collection of strategies intended to support various components of the transportation system.

Part 2 forms the overall direction the County will undertake to achieve the long-term vision of a safe, efficient and accessible multi-modal transportation system.

Roads

The road network serves as the base for most personal and commercial travel in the County of Simcoe. It is the most important component of the County's transportation system and integral to the region's economy and quality of life.



The recommended road network is documented in the [Phase II: Transportation Network Development report](#).

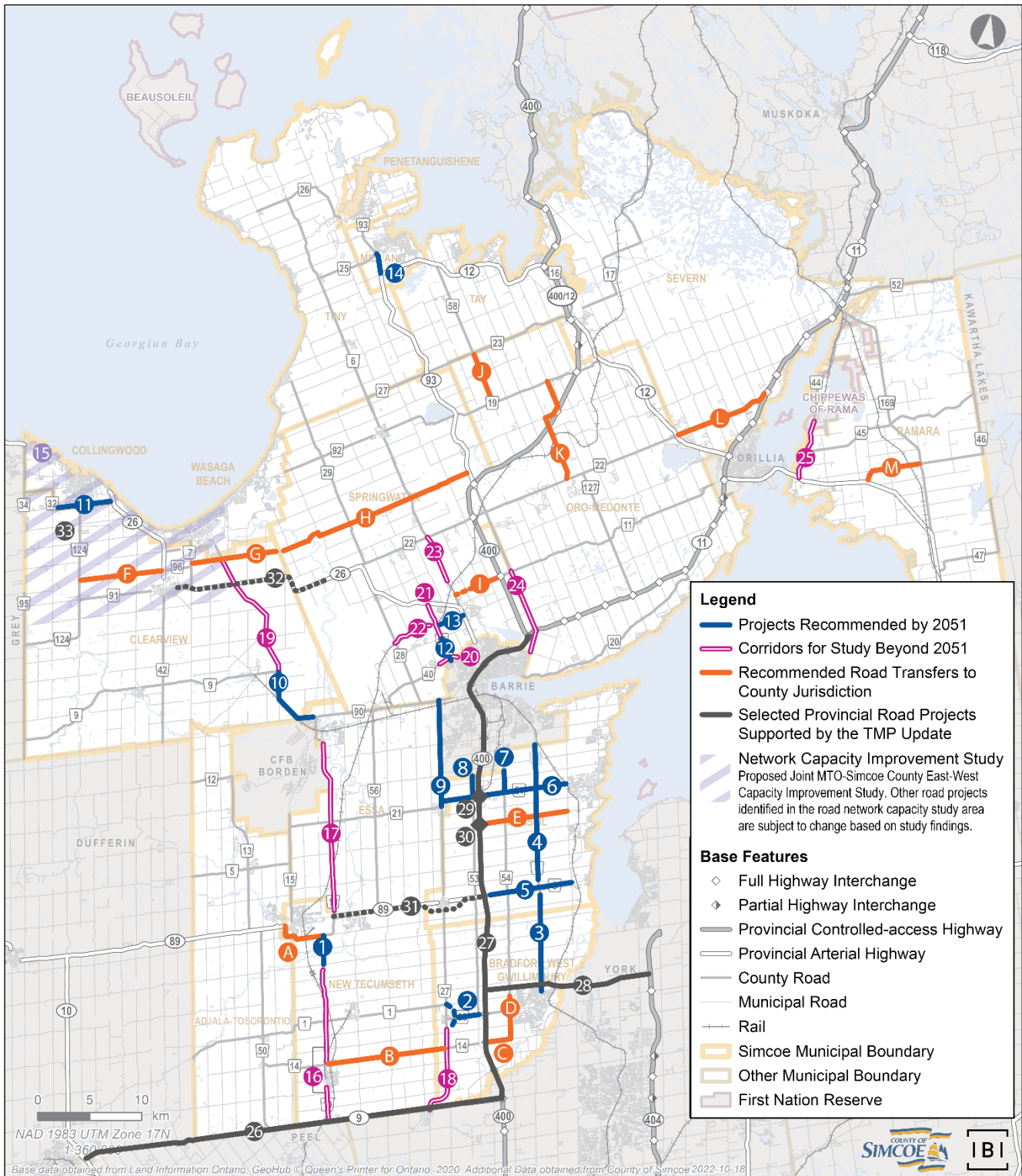
Recommendation

Changes to the County road network are recommended to help respond to growth, adapt to seasonal traffic, respond to changes in the Provincial highway network, increase connectivity to the Greater Toronto Area (GTA), address capacity concerns and manage traffic through and around settlement areas.

- > **Capacity Improvement Road Projects:** Selected County roads are recommended to be widened in response to increased traffic demand. The majority of recommended road widening projects are located in southeast Simcoe where impacts of growth will be strongest.
- > **Network Capacity Improvement Study:** Seasonal tourism, congestion, road user safety and through traffic have prompted the need for a comprehensive study separate to the TMP Update. An East-West Capacity Improvement Study is recommended to properly assess, identify and respond to the issues regarding road capacity in the greater Collingwood-Clearview region. The County and the Province should study coordinated capacity improvements, with Grey County and affected local municipalities identified as potential partners. The results of the study may impact other projects identified within the study area.
- > **Road Jurisdiction Changes:** Selected roads under local municipal jurisdiction are recommended to be transferred to the County of Simcoe and will help complete the County road network.
- > **Support for Provincial Road Projects:** The County supports modifications to Provincial roads to help people and goods move to, from and through the County. Projects are outside the scope of the TMP Update but are supported for their role in improving inter-regional connectivity.

Recommended road projects are shown in [Map 2](#) and detailed in [Table 2](#). Projects are phased as short-term (by 2031), medium-term (by 2041) and long-term (by 2051).

Map 2: Recommended Road Network Projects



Note: Project limits are approximate. Identified letters correspond to project information in [Table 2](#).

Table 2: Recommended Road Network Projects

ID	Project Corridor	Local Municipality	Recommendation	Phasing	Cost (\$M)
County Road Capacity Improvement Projects					
1	CR 10 – Industrial Parkway to 12 th Line ³	New Tecumseth	Widen to 4 lanes	Long-term	\$9.6 to \$18.3
2	CR 88 and Bond Head Bypass – CR 27 to Hwy 400 and Bond Head Bypass	Bradford West Gwillimbury	Widen CR 88 to 4 lanes; New 2-lane bypass around Bond Head	Medium-term	\$24.2 to \$45.1
3	CR 4 – CR 89 to Line 8	Bradford West Gwillimbury	Widen to 4 lanes	Short-term ⁴	\$33.9 to \$64.8
4	CR 4 – Barrie City Limit to CR 89	Innisfil	Widen to 4 lanes	Short-term ⁵	\$47.1 to \$90.1
5	CR 89 and CR 3 – Hwy 400 to 20 th Sideroad	Innisfil	Widen to 4 lanes	Medium-term	\$28.2 to \$53.9
6	CR 21 – CR 27 to 20 th Sideroad	Innisfil	Widen to 4 lanes	Short-term ⁶	\$41.2 to \$78.8
7	CR 54 – Barrie City Limit to CR 21	Innisfil	Widen to 4 lanes	Medium-term	\$7.2 to \$13.8
8	CR 53 – Barrie City Limit to CR 21	Innisfil	Widen to 4 lanes	Medium-term ⁷	\$6.9 to \$13.3

³ Widening of CR 10 between Industrial Parkway and 12th Line is responsive to growth expected in the southern part of Alliston. The limits of this widening are approximate; future road widening is development driven.

⁴ CR 4 – Project #3 is currently in design, with construction expected to start in 2023.

⁵ CR 4 – Project #4 is currently undergoing an Environmental Assessment.

⁶ CR 21 – The first phase of Project #6 is under construction, while the second phase is expected to begin construction in 2023. The third phase is currently in design.

⁷ CR 53 – Project #8 is currently undergoing an Environmental Assessment.

ID	Project Corridor	Local Municipality	Recommendation	Phasing	Cost (\$M)
9	CR 27 – CR 90 to CR 21	Essa / Innisfil	Widen to 4 lanes	Short-term ⁸	\$35.2 to \$67.2
10	CR 10 – CR 9 to CR 90	Clearview	Widen to 4 lanes	Long-term	\$24.7 to \$47.1
11*	CR 32 – Concession 10 N Nottawasaga Road to Hwy 26	Collingwood/ Clearview	Widen to 4 lanes	Long-term	\$19.9 to \$38.0
12	CR 53 – Carson Road to Barrie City Limits	Springwater	Widen to 4 lanes (development driven)	Long-term	\$8.3 to \$15.9
13	CR 43 – CR 53 to Hwy 26	Springwater	Widen to 4 lanes	Long-term	\$9.6 to \$18.3
14	CR 93 – CR 25 to Hwy 12	Midland	Widen to 4 lanes	Medium-term	\$6.9 to \$13.3
Network Capacity Study					
15	East-West Capacity Improvement Study	Collingwood / Clearview	Joint MTO-Simcoe County partnership network capacity study	Short-term	\$0.15 ⁹
Corridors Deferred Beyond 2051 for Study					
16	CR 10 – 12 th Line to CR 14 / Pridham Place to Hwy 9	New Tecumseth	Protect for future study	Beyond 2051	N/A ¹⁰
17	CR 10 – CR 90 to Hwy 89	Essa	Protect for future study	Beyond 2051	N/A ¹⁰

⁸ CR 27– Project #9 is currently undergoing an Environmental Assessment.

⁹ Assumes a total project cost of \$300,000 to be shared between the County of Simcoe and MTO.

¹⁰ No capital cost is assumed. Any costs associated with protecting corridors would be incurred through usual ongoing planning work.

ID	Project Corridor	Local Municipality	Recommendation	Phasing	Cost (\$M)
18	CR 27 – Future Bond Head Bypass to Hwy 9	Bradford West Gwillimbury	Protect for future study	Beyond 2051	N/A ¹⁰
19	CR 10 – Concession 12 Sunnidale Road to CR 9	Clearview	Protect for future study	Beyond 2051	N/A ¹⁰
20	CR 40 – Dobson Road to Barrie City Limit	Springwater	Protect for future study	Beyond 2051	N/A ¹⁰
21	CR 53 – Hwy 26 to Carson Road	Springwater	Protect for future study	Beyond 2051	N/A ¹⁰
22	CR 43 – CR 28 to CR 53	Springwater	Protect for future study	Beyond 2051	N/A ¹⁰
23	CR 27 – CR 22 to Mills Circle	Springwater	Protect for future study	Beyond 2051	N/A ¹⁰
24	CR 93 – CR 11 to Barrie City Limit	Springwater / Oro-Medonte	Protect for future study	Beyond 2051	N/A ¹⁰
25	CR 44 ¹¹ – Casino Rama to Hwy 12	Ramara	Protect for future study	Beyond 2051	N/A ¹⁰

Road Jurisdiction Transfers

A	Industrial Parkway – Hwy 89 to CR 10	New Tecumseth	Transfer to County	Medium Term (to 2041)	\$2.4 to \$4.9 ¹²
B	5 th Line – CR 10 to CR 27	New Tecumseth	Transfer to County	Medium Term (to 2041)	\$5.9 to \$12.0 ¹²
C	5 th Line – Hwy 400 to 10 Sideroad	Bradford West Gwillimbury	Transfer to County	Medium Term (to 2041)	\$1.2 to \$2.5 ¹²

¹¹ Traffic growth has slowed along County Road 44 toward Highway 12. If demand is increased by potential new developments, the southern-most portion of the roadway may warrant widening prior to the 2051 horizon.

¹² Costs for all road jurisdiction transfers are estimated based on the assumption that 25% of the roadways transferred require platform widening and reconstruction over the study horizon. Individual project costs will vary based on extent of capital work required, to be determined by further study.

ID	Project Corridor	Local Municipality	Recommendation	Phasing	Cost (\$M)
D	10 Sideroad – 8 th Line to 5 th Line	Bradford West Gwillimbury	Transfer to County	Medium Term (to 2041)	\$3.0 to \$6.1 ¹²
E	6 th Line – CR 53 to 20 th Sideroad ¹³	Innisfil	Transfer to County	Medium Term (to 2041)	\$4.6 to \$9.4 ¹²
F*	Nottawasaga 27/28 Sideroad – CR 124 to Hwy 26	Clearview	Transfer to County	Short Term (to 2031)	\$4.1 to \$8.4 ¹²
G*	Concession 12 Sunnidale Road – CR 7 to Clearview / Springwater Boundary	Clearview	Transfer to County	Short Term (to 2031)	\$4.3 to \$8.8 ¹²
H*	Flos Road 4 – Clearview / Springwater Boundary to Hwy 93	Clearview	Transfer to County	Short Term (to 2031)	\$10.1 to \$20.8 ¹²
I	Forbes Road – CR 27 to Hwy 400 ¹⁴	Springwater	Transfer to County	Long Term (to 2051)	\$2.4 to \$4.8 ¹²
J	Line 3 N – CR 23 to CR 19	Oro-Medonte	Transfer to County	Short Term (to 2031)	\$2.6 to \$5.3 ¹²
K	Line 6 N / Line 7 N – CR 19 to CR 22	Oro-Medonte	Transfer to County	Short Term (to 2031)	\$5.5 to \$11.2 ¹²
L	Division Road – Hwy 12 to Hwy 11	Severn / Oro-Medonte	Transfer to County	Medium Term (to 2041)	\$5.0 to \$10.3 ¹²
M	Ramara Township Road 46 – Hwy 12 to CR 169	Ramara	Transfer to County	Long Term (to 2051)	\$3.0 to \$6.1 ¹²

¹³ Eastern limit of 6th Line is approximate and subject to growth relative to new Mobility Orbit Development in Innisfil.

¹⁴ Future upgrades to Forbes Road (including a new alignment) between CR 27 and Hwy 400 will be built to County road standard and will be assumed as part of the County road network.

ID	Project Corridor	Local Municipality	Recommendation	Phasing	Cost (\$M)
Provincial Projects Supported by the County of Simcoe					
26	Highway 9 – Hwy 10 (Dufferin County) to Hwy 400	Adjala-Tosorontio / Bradford West Gwillimbury / New Tecumseth	Capacity expansion – advocate for Provincial support	-	-
27	Highway 400 – Hwy 11 to Hwy 9	Innisfil / Bradford West Gwillimbury	Capacity expansion – advocate for Provincial support	-	-
28	Highway 400-404 Link (Bradford Bypass) ¹⁵	Bradford West Gwillimbury	New controlled access highway (underway)	-	-
29	Highway 400 / Innisfil Beach Road Overpass	Innisfil	New overpass will enable 4-lane cross-section for CR 21 – advocate for Provincial support	-	-
30	Highway 400 / Line 6 Interchange	Innisfil	New interchange supported by upload of Line 6 – advocate for Provincial support	-	-
31	Highway 89 East-West Link Improvement – CR 10 to Hwy 400	Essa / New Tecumseth / Innisfil	New bypass around Cookstown – advocate for Provincial support	-	-

¹⁵ Emergency Detour Routes should be reviewed by the MTO as part of the new Highway 400-404 Link to help manage spillover traffic onto local roads in the event of highway closures.

ID	Project Corridor	Local Municipality	Recommendation	Phasing	Cost (\$M)
32*	Highway 26 Road Widening	Clearview / Springwater	Capacity upgrade east of Stayner – advocate for Provincial support	-	-
33*	Highway 26 Collingwood Stayner Bypass	Collingwood / Clearview	New bypass – advocate for Provincial support	-	-

* Note: Timing and need for project may be impacted by findings and recommendations of East-West Capacity Improvement Study for Northwest Simcoe.

The following total investment is recommended across the three phases, based on forecasted 2031, 2041 and 2051 volume-to-capacity ratios. Project timing was further refined based on relative need in the context of the County road network.

- > **Short-term – 2023 to 2031:** \$184.1 M to \$355.6 M
- > **Medium-term – 2032 to 2041:** \$95.5 M to \$184.5 M
- > **Long-term – 2042 to 2051:** \$77.3 M to \$148.5 M

All recommended road network projects in the TMP are subject to the Municipal Class Environmental Assessment (MCEA) process. The MCEA process will include an evaluation of alternatives, including alternatives with and without unconfirmed provincial road projects.

In addition to the road network capacity projects identified above, further road-related actions are included in later sections of the TMP. These include complete streets, cross-section elements, design guidance, potential changes to better accommodate goods movement, and traffic operations, access, and safety-related studies.



Actions for the County

- ▶ **A1.** Integrate recommended road projects into annual capital program planning.
- ▶ **A2.** Update the County's travel demand model to reflect new growth allocations and/or upon receipt of updated transportation survey information (i.e. Transportation Tomorrow Survey).
- ▶ **A3.** Re-evaluate road projects phased for the long-term, as well as corridors deferred beyond 2051 for study, as part of next TMP Update.
- ▶ **A4.** Initiate East-West Capacity Improvement Study in coordination with the MTO, Grey County and other affected local municipalities identified as potential partners, as appropriate.
- ▶ **A5.** Work with the MTO to help progress provincial projects supported by the County of Simcoe.

Transit

Transit connectivity is an increasingly important component of the transportation system as residents and visitors seek and depend on improved alternate mobility solutions. The County of Simcoe operates a growing network of public transit routes via LINX Transit, providing connections to communities throughout the County, including connections to seven local transit systems operated by local municipalities, the City of Barrie and the City of Orillia.



The transit strategy is documented in detail in the [Phase II: Transportation Network Development report](#).

Recommendation

Five key themes were identified to direct the development of the transit strategy, shown below. Stemming from these themes, short-term and long-term directions to support public transit are recommended, as outlined in [Table 3](#).



Connectivity and Coordination

Improved coordination between LINX and local municipal systems (as well as Barrie Transit and Orillia Transit), better connections, and improved scheduling.



Fare Integration

Initiating a review of regional transit fare policy and exploring technologies and products that would accommodate inter-agency fares.



Accessibility

Improved accessibility, such as accessible bus stops for traditional fixed-route transit and expanded specialized transit.



Governance, Funding and Operating Models

Stable funding with revenues and demand fluctuating during the pandemic and the reliance on governmental transfers.



Sustainable Infrastructure and Vehicles

Fleet renewal with more efficient and/or electric vehicles.

Table 3: Recommended Transit Directions

Short-Term Directions Within 5 Years	Long-Term Directions Beyond 5 Years
Connectivity and Coordination	
<ul style="list-style-type: none"> > Complete a review of transit terminal facilities, bus transfer locations and future transit hubs (e.g. proposed Innisfil GO Station) to allow for better connections in urban areas. > Expand transit service periods with late-evening and weekend service trials, focusing on post-secondary and shift-work demand in evenings, as well as users with diverse travel patterns. > Study the feasibility of amalgamating transit services in Simcoe County into a single County-wide system to improve the customer experience and service connectivity. 	<ul style="list-style-type: none"> > Identify and prioritize infrastructure improvements at key transit connection points in conjunction with service coordination and improve or add new service to under-served communities. > Review and leverage opportunities for County-wide transit service coordination on key corridors > Work with the Province to expand and connect to travel options outside of the County, including increased train service to Bradford, Innisfil and Barrie, and potential future GO service expansion to Bolton and Alliston
Accessibility	
<ul style="list-style-type: none"> > Engage transit users to determine most-needed improvements for accessibility and specialized transit. > Create a design standards framework for transit stops to standardize amenities and responsibilities with other municipalities. > Commit to investing in customer amenities over time to improve comfort at transit stops. > Create standards for transfer points between specialized transit and conventional transit services. 	<ul style="list-style-type: none"> > Implement design standards framework for bus stops. > Continue investing in customer waiting amenities at transit stops throughout the County. > Ensure that transit services in Simcoe County comply with or exceed AODA standards.

Fare Integration

- > Initiate review of County-wide transit fare policy and develop County-wide fare zone system.
- > Explore technologies and products that would accommodate inter-agency fares.
- > Establish a framework for discounted fares for customers transferring between different transit operators, including LINX, as well as students, seniors and people living with a low income.
- > Implement regional fare and zone strategy recommendations developed from short-term directions.
- > Monitor best practices at peer agencies for continuous improvement.
- > Work with the Province to enhance fare integration between County and regional/provincial transportation services, such as GO and Ontario Northland.

Governance, Funding and Operating Models

- > Begin studying a County-wide transit service model as part of future Transit Strategy Update, in-line with the GGH Transportation Plan which aims to achieve a robust interconnected regional bus network – apply a 10-Year Transit Vision and a 5-Year Implementation Strategy.
- > Review service delivery needs and opportunities, including investigating use of on-demand and micro-transit (ODMT), as well as leveraging the local knowledge and successes of local municipal partners.
- > Improve coordination of transit vision, planning and strategy in the County.
- > Monitor all potential future funding opportunities for transit and sustainable transportation from higher levels of government.
- > Implement County-wide transit service model, following Transit Strategy Update.
- > Continue to refine and improve regionally integrated transit service, including connections to expanded GO Transit and intercity services.
- > Create and implement a five-year transit plan and long-term transit vision in alignment with the GGH Transportation Plan (and associated transit actions) to support the development of a broader regional system that provides seamless connections across the County and the broader region.

Sustainable Infrastructure and Vehicles

- > Investigate funding opportunities to purchase, operate and maintain zero-emissions buses.
- > Conduct review of other transit agencies' sustainable zero-emissions infrastructure in areas such as bus stops, bus terminals and transit garages.
- > Transition to a zero-emissions bus fleet with garage and/or terminal infrastructure as technology advances to support longer ranges, and to support new and emerging technologies.
- > Support the efforts of other regional transit agencies to green their operations.

EXPLORING THE FEASIBILITY OF COUNTY-WIDE TRANSIT AMALGAMATION IS RECOMMENDED

County-wide transit amalgamation is the process of integrating local transit systems into a single organization that operates public transit across a region. This has been successfully done in mixed urban-rural municipalities including York Region, Durham Region and Waterloo Region.

To reduce barriers and provide efficient transit across Simcoe County, moving toward County-wide transit amalgamation is recommended. A consolidated transit system across Simcoe County would involve many benefits for transit riders, including improved transit service and seamless County-wide connectivity.

Leveraging knowledge and context from local municipalities will be important, and amalgamation should also involve coordination with key external transit operators, including GO Transit and Barrie Transit. Integration with these operators will ensure alignment with the GGH Transportation Plan which aims to achieve a robust interconnected regional bus network.



Actions for the County

- ▶ **A6.** Update the Transit Strategy with a 10-Year Transit Vision and a 5-Year Implementation Strategy. Work toward implementing short-term directions for transit including improved connectivity and coordination, improved accessibility, fare integration, transit amalgamation and transitioning to a sustainable transit fleet.
- ▶ **A7.** Building on the short-term directions undertaken, begin implementing the long-term directions for transit.
- ▶ **A8.** To begin working toward a County-wide transit service model, undertake a Simcoe Area transit plan, assemble a working group comprised of County staff, delegates from municipal transit agencies and departments and other stakeholders.

Cycling

Given the longer travel distances required, cycling is the more viable form of active transportation (AT) across Simcoe County compared to walking. While safe pedestrian connections are an important component of the transportation system, the provision of sidewalks alongside County roads is the responsibility of local municipalities, as laid out in the Province's Municipal Act. For these reasons, cycling is a key focus for the TMP Update.

The provision of a comprehensive County-wide cycling network supports important TMP Goals and helps progress the County's multi-modal transportation system that provides safe, convenient and accessible transportation options.

Recommendation

The Priority Cycling Network is recommended for Simcoe County, comprising a network of 21 key routes that serve connections between rural communities and urban areas. The purpose of the Priority Cycling Network is to:

- > Identify routes that form the core of the cycling network and address gaps in the existing network.
- > Prioritize investment over the short-term and medium-term.
- > Develop a balance between serving cycling trips for transportation and recreation or tourism purposes.

The development of the Priority Cycling Network over the shorter term will help lead the County towards the Ultimate Cycling Network over the longer term, which addresses key gaps between priority routes.



The development of the County-wide cycling network is documented in the **Phase II: Transportation Network Development report.**

Supportive policy areas and directions related to AT are detailed in the **Phase III: Strategies and Policies to Support the Recommended Network report.**

Active transportation refers to all forms of human-powered travel such as walking, cycling, skating or using a wheelchair. It also includes forms of power-assisted travel such as pedal-assist e-bikes, scooters and mobility devices.

It is recognized that not all rights-of-way identified in the cycling networks are under County of Simcoe jurisdiction. For projects that fall within the County right-of-way, the County will assume cost and construction. For projects within the local municipal right-of-way or off-road, it is recommended that the local municipality build the project with potential financial support from the County determined on a case-by-case basis.

In summary, a Priority Cycling Network and Ultimate Cycling Network are recommended to:

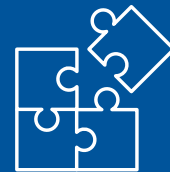
Balance routes that serve both transportation and recreational trips



Provide linkages to connect communities across the County



Identify higher priority routes and longer-term improvements

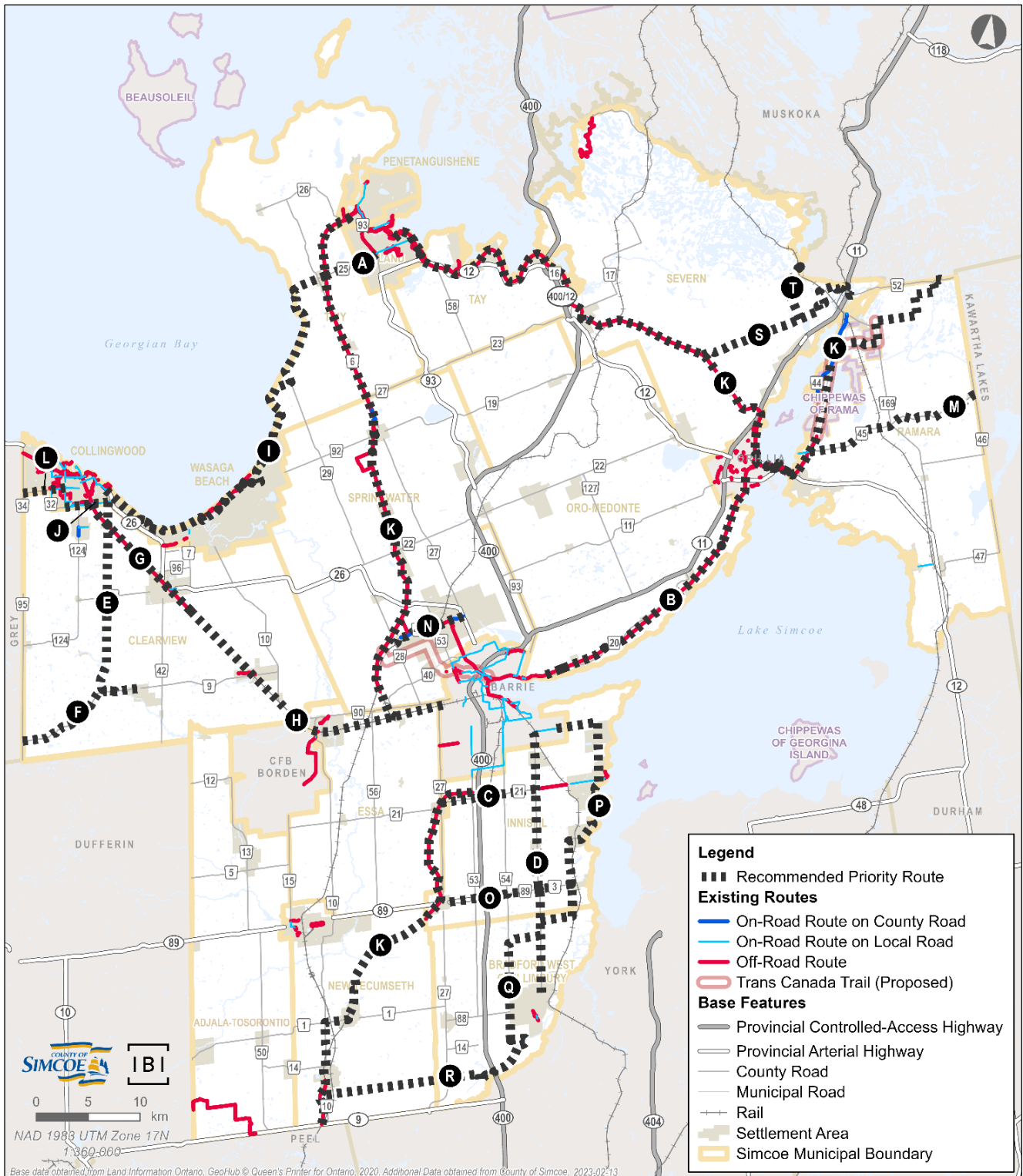


The Priority Cycling Network is shown in [Map 3](#), and the Ultimate Cycling Network is shown in [Map 4](#). Recommended Priority Cycling Network projects are outlined in [Table 4](#), detailing information for each priority route including corridor limits, local municipal location, timing and cost. Recommended infrastructure improvements for existing routes and recommended facility types for new routes are also included, summarizing the implementation requirements necessary to support cycling safety for all ages and abilities.

Further study for implementing priority routes may be required, including confirmation of vehicle volumes to determine appropriate cycling infrastructure as outlined in MTO's *Ontario Traffic Manual Book 18 – Cycling Facilities* (2021).

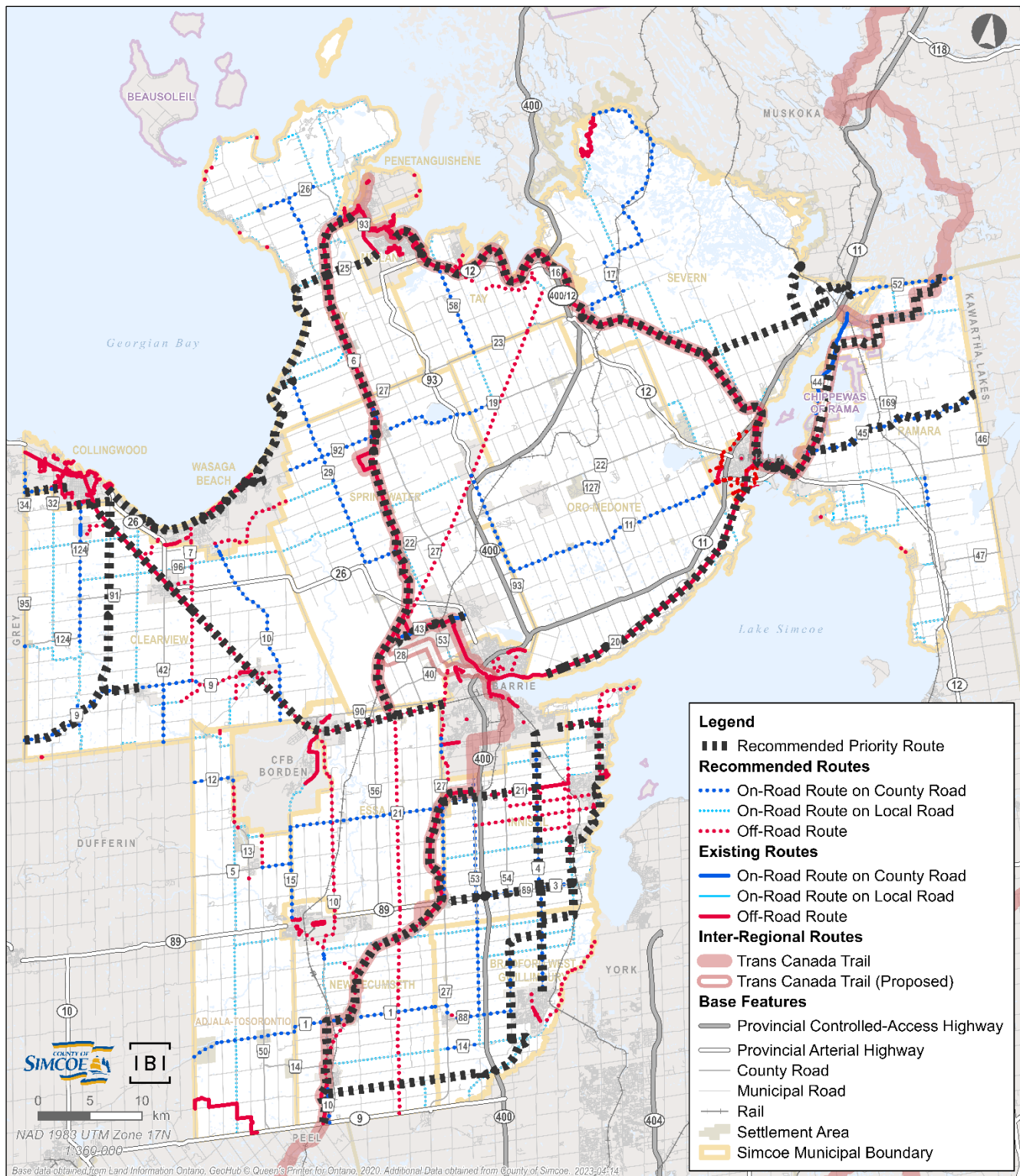
It is also acknowledged that select projects may pass through or be located adjacent to Toronto and Region Conservation Authority-owned land, and may be subject to further investigation, as well as avoidance or mitigation measures.

Map 3: Recommended Priority Cycling Network



Note: Project limits are approximate. Identified letters correspond to project information in [Table 4](#).

Map 4: Recommended Ultimate Cycling Network



Note: Project limits are approximate.

Table 4: Recommended Priority Cycling Network Projects

ID	Priority Corridor	Municipality	Recommendation	Phasing	Cost (\$M)
A	County Road 25 – Trans Canada Trail to CR 93	Tiny / Midland	Convert existing wide gravel shoulders to buffered paved shoulders	Medium / Long-term	\$0.4 to \$0.6
B*	Oro-Medonte Rail Trail – 1 Line South to James Street West	Oro-Medonte / Orillia	Upgrade existing off-road trail surface (where needed), crossings, wayfinding and pavement markings	Short-term	\$3.9 ¹⁶ to \$7.2
C	CR 21 – CR 27 to CR 4	Innisfil	Build new multi-use path or buffered paved shoulders; note challenges associated with crossing Highway 400	Medium / Long-term	\$3.7 to \$6.4
D*	CR 4: Mapleview Drive (Barrie) to 8 th Line	Barrie / Innisfil / Bradford West Gwillimbury	Build new multi-use path within road right-of-way, or consider buffered paved shoulders	Medium / Long-term	\$10.1 to \$17.6
E	Concession Road 6 – CR 32 to CR 9	Clearview	Implement signage and pavement markings to indicate shared route	Medium / Long-term	\$0.3 to \$0.6

¹⁶ Oro-Medonte Rail Trail – Project B assumes 25% of the existing trail replaced or new, 25% of the existing trail re-surfaced or upgraded, one intersection upgrade per 10 km, and wayfinding improvements at 50% of the unit cost.

ID	Priority Corridor	Municipality	Recommendation	Phasing	Cost (\$M)
F	CR 9 – Fairgrounds Road to Grey Road 124	Clearview	Due to limited road surface, implement paved shoulders on one side of road (uphill direction) as interim treatment, with paved shoulders implemented on both sides of the road if road reconstruction becomes feasible	Medium / Long-term	\$0.5 ¹⁷ to \$0.7
G	Clearview Collingwood Train Trail – CR 32 to Centre Line Road	Clearview	Upgrade existing off-road trail crossing at roadway intersections, wayfinding and pavement markings	Medium / Long-term	\$1.8 ¹⁸ to \$3.4
H	Clearview Collingwood Train Trail Extension – Centre Line Road to CR 27	Clearview / Essa	Build new multi-use trail, new trail crossings, wayfinding and pavement markings	Medium / Long-term	\$11.7 to \$20.5

¹⁷ CR 9 – Project F assumes the cost for the interim implementation described – paved shoulder on one side only.

¹⁸ Clearview Collingwood Train Trail – Project G assumes 25% of the existing trail replaced or new, 25% of the existing trail re-surfaced or upgraded, one intersection upgrade per 10 km, and wayfinding improvements at ½ of the unit cost.

ID	Priority Corridor	Municipality	Recommendation	Phasing	Cost (\$M)
I	Georgian Bay Cycling Route – Poplar Sideroad to Balm Beach Road via Beachwood Road, Shore Lane, River Road and Tiny Beaches Road	Wasaga Beach / Tiny	Implement signage and pavement markings to indicate a shared cycling route along Tiny Beaches Road, and consider traffic calming to reduce car speeds; build buffered paved shoulders during road reconstruction along routing in Wasaga Beach, as needed	Medium / Long-term	\$0.7 ¹⁹ to \$1.4
J	CR 32 – High Street to Concession Road 6	Collingwood / Clearview	Build asphalt multi-use path (subject to future development, to be incorporated into future development charges study)	Medium / Long-term	\$1.7 to \$2.9
K*	Trans Canada Trail Improvements and Extension ²⁰	Various – County-wide	Upgrade existing off-road trail surface, build new asphalt multi-use trail, update trail crossings, and add wayfinding and pavement markings	Short-term	\$24.1 ²¹ to \$44.2

¹⁹ Georgian Bay Cycling Route – Project I assumes that the cost for the interim implementation described – a shared cycling route.

²⁰ Township of Ramara is working with Rama First Nation to develop an off-road trail connection adjacent to Casino Rama, connecting north to Airport Road. A part of Priority Corridor K can be taken off-road to utilise the future trail.

²¹ Trans Canada Trail – Project K assumes 25% of the existing trail replaced or new, 25% of the existing trail re-surfaced or upgraded, 15 intersection upgrades, and wayfinding implementation.

ID	Priority Corridor	Municipality	Recommendation	Phasing	Cost (\$M)
L	CR 32 / Sixth Street – Grey Road 19 to High Street	Collingwood	Widen existing paved shoulders to add buffers, or upgrade and extend multi-use path	Medium / Long-term	\$0.3 to \$0.5
M	CR 45 – CR 44 to CR 46	Ramara	Build buffered paved shoulders during road reconstruction	Medium / Long-term	\$8.9 to \$12.4
N	CR 43 – CR 28 to Hwy 26	Springwater	Build buffered paved shoulders during road reconstruction	Short-term	\$3.8 to \$5.3
O	Hwy 89 / CR 89 / CR 3 – Trans Canada Trail to 20 th Sideroad	Innisfil	Build multi-use path on south side of roadway; implementation to be coordinated with capital road works to widen road along CR 89 and CR 3; further study and coordination with MTO required for route along provincial highway; note challenges associated with crossing Highway 400	Medium / Long-term	\$4.8 to \$8.4
P*	Lake Simcoe Route – Mapleview Drive / 25 th Sideroad / Lakelands Avenue / Adams Road / Simcoe Blvd / 7 th Line / St John's Road / Maple Road / Ewart Street / Killarney Beach Road / 20 th Sideroad / Line 13 / CR 4	Innisfil / Bradford West Gwillimbury / Barrie	County to help provide funding, coordination and support to conduct feasibility study to identify on-road cycling facility needs	Medium / Long-term	\$0.2 to \$0.3

ID	Priority Corridor	Municipality	Recommendation	Phasing	Cost (\$M)
Q	10 Sideroad – Canal Road via 5 th Line to CR 4 via Line 12	Bradford West Gwillimbury	Build buffered paved shoulders with rumble strips	Medium / Long-term	\$6.3 to \$8.8
R	3 rd Line / 5 th Sideroad / Canal Road: Trans Canada Trail to 5 th Line	New Tecumseth / Bradford West Gwillimbury	Implement signage and pavement markings to indicate a shared cycling route	Medium / Long-term	\$0.4 to \$0.7
S	Cambrian Road / Boyd Road / Canal Road / Brady Drive / Cooper Falls Road – Uthhoff Trail to Severn River	Severn	On-road facility identified by stakeholders (i.e. MTO), subject to further feasibility review	Medium / Long-term	\$0.2 to \$0.3
T	South Sparrow Lake Road: Severn River to Cambrian Road	Severn	On-road facility identified by stakeholders (i.e. MTO), subject to further feasibility review	Medium / Long-term	\$0.2 to \$0.3

* Note: City of Barrie and City of Orillia are external municipalities identified as potential partners for Project B, D, K and P. Cycling connections along external roads or trails are subject to external municipal coordination and study.

The following total investment is recommended across the three phases, as follows:

- > **Short-term – 2023 to 2031:** \$31.8 M to \$56.7 M
- > **Medium-term – 2032 to 2041:** \$26.0 M to \$42.9 M
- > **Long-term – 2042 to 2051:** \$26.0 M to \$42.9 M

Note: Assumes costs associated with projects not identified for short-term (to 2031) are spread evenly over the medium- and long-term horizons (to 2051).

Actions for the County

- ▶ **A9.** Integrate recommended Priority Cycling Network projects into annual capital program planning (e.g. feasibility studies, review of trail crossing improvements, functional and preliminary designs).
- ▶ **A10.** Prioritize and identify jurisdictional responsibilities for future maintenance of trails and cycling facilities.
- ▶ **A11.** Undertake sub-area active transportation master plans or assessments for different areas of the County, in coordination with local municipalities, to help refine specific routes and alignments, further identify project priorities, as well as explore potential funding partnerships.
- ▶ **A12.** Re-evaluate Ultimate Cycling Network projects phased for the long-term as part of next TMP Update.

Supporting Strategies

This chapter presents a collection of supporting strategies that direct transportation policy in the County of Simcoe into the future.

To assist in the implementation of the road, transit and active transportation networks, as well as to support other components of the transportation system, the following new or updated foundational strategies are intended to support multi-modal mobility and help achieve the Vision and Goals.



The development of supporting strategies, including considerations and analysis, is documented in the [Phase III: Strategies and Policies to Support the Recommended Network](#) report.

Road Classification

A functional road classification framework is a road management tool that establishes a hierarchy of roads based on each road segment's context and the degree to which the segment prioritizes serving traffic movement versus land access needs. As County roads put a high priority on the movement of goods and people function, an arterial road class is appropriate.

The County road network is classified using a hierarchy of three arterial functional road classes based on the results of applying the road rationalization criteria developed as part of the 2008 TMP, and carried forward to the 2014 TMP Update:

- > **Primary Arterial – Controlled Access:** The access function is strictly regulated, and these roads connect major internal and external centres. The primary purpose of these roads is to provide for long distance movement of people and goods.
- > **Primary Arterial:** The access function is moderately regulated, and these roads connect major internal and external centres. The primary purpose of these roads is to provide for long distance movement of people and goods.
- > **Secondary Arterial:** These roads accommodate moderate traffic volumes and are designed to connect internal settlements or activity centres, primary arterial roads or settlements or activity centres with primary arterial roads.

A map of the functional road classification is shown in [Map 5](#).



The road class framework ties into other aspects of transportation planning:

- › Establishing standards for land access, traffic volumes, speed limits, typical accommodation of cyclists and pedestrians, and parking provisions.
- › Identifying routes suitable for heavy vehicles and truck traffic.
- › Establishing design standards and cross-sections.
- › Directing and prioritizing maintenance and operational activities.
- › Supporting goods movement through a network of arterial roads, connecting goods-generating activity centres with each other and to the Provincial highway network, as well as the arterial road network in adjacent municipalities to allow for efficient travel in all directions.

Recommendation

The following are recommended to continue to support the County road network:

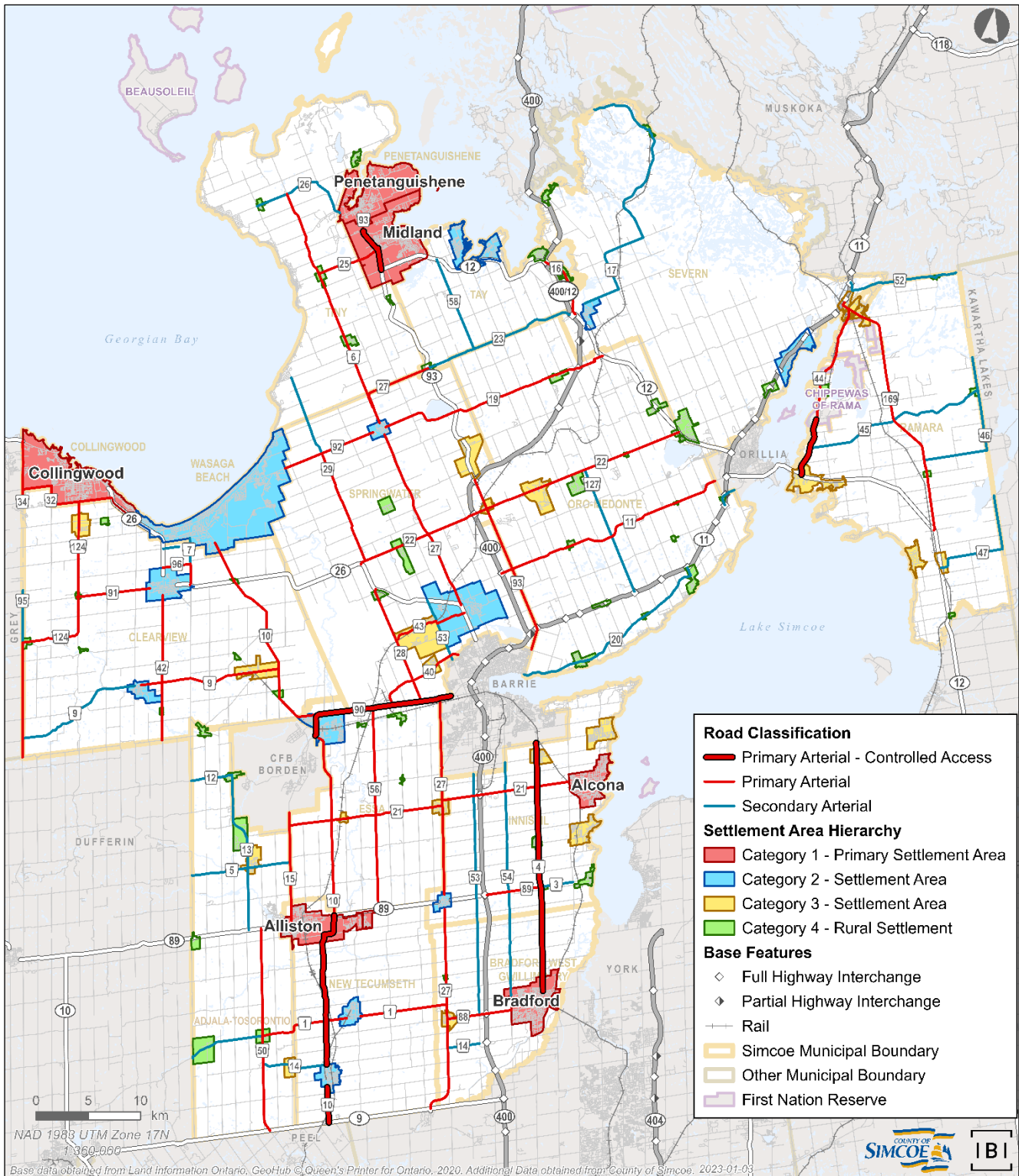
- › **Carry forward current functional road classification framework:** The current framework appropriately reflects the County traffic movement of individual roadways. It is recommended that the County carry forward this framework, while also incorporating the road context (rural vs. urban) in its design guidelines, consistent with Transportation Association of Canada's *Geometric Design Guide for Canadian Roads* (2017) and best practices.
- › **Assign a road classification to new County roads:** When a road is transferred to County jurisdiction, it should be assigned a functional road classification based on its road rationalization scoring or its traffic movement function attributes.



Actions for the County

- ▶ **A13.** Carry forward the three-level arterial road classification system for describing the traffic movement function of County roads.
- ▶ **A14.** Consider roadway context in road design guidelines for each functional road class, for consistency with TAC guidelines and best practices.
- ▶ **A15.** Assign a road classification to roads that are transferred to County jurisdiction based on their road rationalization scoring or their attributes.

Map 5: County of Simcoe Functional Road Classification and Settlement Areas



Note: Settlement Area Hierarchy as per County of Simcoe Official Plan Amendment #7.



Complete Streets

“Complete Streets” are roads that are built with the needs of all road users in mind – people who walk, use mobility aids, cycle, take transit, use a personal automobile, and carry commercial goods or support essential services. Complete Streets improve public health and promote liveability by improving the safety, comfort and accessibility of all road users. All travel modes are integrated into a seamless multi-modal transportation system, providing people with feasible and attractive travel choices. Complete Streets can also support place-making opportunities and enhance public space, contributing to overall vibrancy and economic prosperity.

The concept of Complete Streets has become increasingly important as communities shift to a more multi-modal approach to transportation. Simply put, a Complete Streets approach means that every road project must be planned, designed and built with consideration for the needs of all road users and functions.

A Complete Streets approach requires a contextual lens—not all roads will consist of the same roadway elements, and not all road users will be equally accommodated along each roadway. Each corridor must be evaluated both based on its local function and context as well as its role in the broader transportation system. Understanding both the adjacent roadway context and the mobility function of each County road segment is essential. By embedding a Complete Streets lens in transportation planning, the County of Simcoe can take a system-wide approach to better accommodate all modes of transportation.

Recommendation

The following are recommended relating to multi-modal network planning, as well as road design guidance. Complete Streets in the County should be:

- **Safe and accessible:** Consider the equitable, comfortable, barrier-free and safe movement of all road users to ensure access of all ages and abilities. Ensure a complete and comprehensive active transportation network that provides connected and quick connections.
- **Context-sensitive:** Address different land use and local needs by adopting a context-based approach to implementation that meets the needs of all road users to the degree of priority appropriate to the road’s context and strategic objectives, along both urban roadways and rural roadways (in particular, rural roads that traverse rural settlements).

- > **Balanced:** Consider the mobility needs of all road users relative to the function of the roadway when implementing road projects from the onset of the planning process. Not all road users will be accommodated along all roadways, but considerations for all users should be considered from the onset, where appropriate.
- > **Designed for place-making:** Consider place-making opportunities of the public realm, and consider supporting local municipalities in efforts in creating an attractive, vibrant, inviting and inclusive public realm while meeting the mobility and functional needs of the street. Opportunities for street furniture, public art and wayfinding should be considered in urban areas, where appropriate.
- > **Measurable:** Apply a multi-modal lens to measuring level of service to ensure the implementation of Complete Streets aligns with the Vision statement. Quantitative measures, such as mode-specific measures (e.g. linear-kilometres of cycling facilities added to the cycling network), as well as mode share changes should also be used in the evaluation process.
- > **Appropriately maintained for all seasons:** Coordinate with local municipalities in collaboration with school boards to ensure that maintenance standards enable year-round mobility for all road users along selected corridors, where possible.
- > **Integrated throughout County Departments:** Identify County staff to represent relevant departments to help in adopting the Complete Streets approach in their policies and procedures.
- > **Justifiable and traceable:** Identify a procedure for documenting and addressing exceptions to the Complete Streets Policy to ensure a transparent and traceable process in outlining when some multi-modal elements are excluded from a project.

Actions for the County

- ▶ **A16.** Adopt the eight principles of Complete Streets for road corridor upgrades and new roads, as well as the considerations for prioritizing different modes of travel (detailed further in the Phase III report).



Road Design Guidance

Providing guidance for developing context-sensitive road design for County road corridors is an important strategy in recognizing the multi-modal function of the road network. A Complete Streets approach to road design seeks to ensure that roadways are tailored to fit the environments for which they are built, considering the various mobility needs of various road users.

Recommendation

Building from the Complete Streets principles, recommended road characteristics for County roads are shown in [Table 5](#). Key principles underpinning this reference table include the following:

- ▶ **Design Roads for Target Speeds:** Conventional road design approaches encouraged design speeds that were over posted speeds as a way to create a more forgiving road environment for driving. More recently, a Vision Zero approach to road safety has encouraged road design that sets posted speed equal to design speed. This encourages people to drive the intended posted speed (target speed) and helps improve safety for vulnerable road users.
- ▶ **Relate Roadway Design to Surrounding Context:** As urban communities have increased turning maneuvers, cyclists, pedestrians and roadside parking, different design approaches are needed within these urban areas compared to rural roads. These standards also help to provide a sense of identity within the community as opposed to being a thoroughfare.
- ▶ **Provide Attractive Active Transportation Facilities:** To encourage the use of pedestrian, cycling and transit links, the roadway should provide enhanced safety measures such as physical separation, buffer zones or heightened visibility for pedestrian and cycling infrastructure, where possible.



Actions for the County

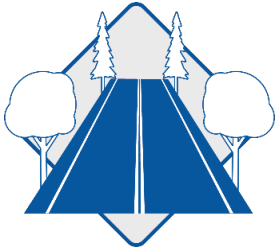
- ▶ **A17.** Include elements such as paved shoulders, separated trails within the right-of-way, pedestrian/cyclist-level lighting, transit considerations (e.g. stops, laybys, queue jump lanes), as well as inclusion of communications and utilities elements in design guidelines. Review and revise these guidelines as needed.

Table 5: Road Design Reference Guidelines – Recommended Characteristics of County Roads by Road Type

Road Classification	Primary Arterial – Control Access	Primary Arterial	Secondary Arterial	Primary / Secondary Arterials	Primary / Secondary Arterials
Context	Urban or Rural	Rural	Rural	Category 2 to 4 Settlement Areas	Category 1 – Primary Settlement Area
Service function	Traffic movement primary consideration*	Traffic movement primary consideration*	Traffic movement and land access of equal importance*	Traffic movement and land access of equal importance	Traffic movement and land access of equal importance
Land service / access	Low consideration for land service/access	Land access secondary consideration*	Traffic movement and land access of equal importance*	Some access control*	Rigid access control*
Traffic volume vehicles per day (typical)	8,000 – 25,000	4,000 – 20,000	2,000 – 10,000	Less than 20,000 preferred	Less than 20,000 preferred
Traffic Flow characteristics	Uninterrupted flow except at signals*	Uninterrupted flow except at signals*	Uninterrupted flow except at signals*	Uninterrupted flow except at signals and crosswalks*	Uninterrupted flow except at signals and crosswalks*
Design speed (=Posted speed)	60-80 km/h	60-80 km/h	60-80 km/h	40-60 km/h	40-50 km/h
Average running speed - off-peak	60-80 km/h	60-80 km/h	60-80 km/h	40-60 km/h	40-50 km/h
Vehicle type	All types, up to 20% trucks*	All types, up to 20% trucks*	All types, up to 20% trucks*	All types, up to 20% trucks*	All types, up to 20% trucks*
Transit service	Permitted	Permitted	Permitted	Permitted	Permitted

Road Classification	Primary Arterial – Control Access	Primary Arterial	Secondary Arterial	Primary / Secondary Arterials	Primary / Secondary Arterials
Context	Urban or Rural	Rural	Rural	Category 2 to 4 Settlement Areas	Category 1 – Primary Settlement Area
Transit service stops	None	None	None	Regional buses permitted	Express, regional and local buses permitted*
Accommodation of cyclists (when part of Priority and Ultimate Cycling Networks, or as feasible)	Separated multi-use path only	Separate multi-use path or buffered paved shoulders, per OTM Book 18 guidance	Paved shoulders (buffered as needed), or separated facilities, per OTM Book 18 guidance	Designated or separated cycling facilities dependent on vehicle volumes, per OTM Book 18 guidance for urban context	Designated or separated cycling facilities dependent on vehicle volumes, per OTM Book 18 guidance for urban context
Accommodation of pedestrians	Separated multi-use path where feasible	Separated facilities or buffered paved shoulders where feasible	Paved shoulders (buffered as needed) as feasible	A separated sidewalk provided on at least one side (local municipal jurisdiction)	A separated sidewalk provided on at least one side (local municipal jurisdiction)
Parking	Restricted*	Restricted*	Restricted*	Parallel parking to encourage speed reduction	Prohibited or peak-hour restrictions*
Minimum intersection spacing	300 m	300 m	250 m (with exception to mid-block local roads)	250 m (with exception to mid-block local roads)	250 m (with exception to mid-block local roads)
Right-of-way width	36-45 m	30.5-45 m	30.5-36 m	36-45 m	30.5-36 m

* Transportation Association of Canada (2017), *Geometric Design Guide for Canadian Roads*, Section 4.3.2.4



Roadway Cross-Sections

Standardized roadway cross-sections are an important tool to help ensure existing and future roads in Simcoe County continue to support the safe movement of people and goods. Having consistency in roadway design elements such as lane widths, pavement slopes and locations of roadside amenities reduces how much information road users need to actively process as they navigate the roadway.

Conceptual cross-section illustrations are provided in the Phase III report, helping to visualize the allocation of the roadway right-of-way to various road elements such as lane and shoulder widths, cycling facilities, sidewalks and roadside boulevards. Recommended dimensions of roadways elements are also outlined in the Phase III report.

Recommendation

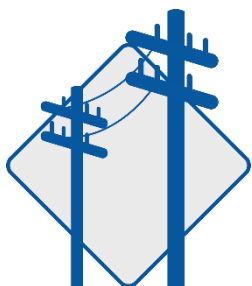
Two reference documents are key to informing cross-section design:

- Transportation Association of Canada's *Geometric Design Guide for Canadian Roads* (2017)
- *Ontario Traffic Manual Book 18 – Cycling Facilities* (June 2021), produced by the Ministry of Transportation of Ontario

It is recommended that the cross-section guidance outlined in the Phase III report be used for reference for strategic planning purposes and in consideration of serving a range of road users as appropriate and feasible. It is noted that Simcoe County roadways can vary considerably based on traffic and speed characteristics, whether and how cycling and/or pedestrian facilities can be included, roadway context, available right-of-way widths, topography, constraints, and other considerations, even as they incorporate consistently various road elements.

Actions for the County

- ▶ **A18.** Adopt the dimensions of roadway elements as outlined in the Phase III report as general standards for the County of Simcoe.
- ▶ **A19.** In consideration of context-sensitive road design, incorporate elements that support walking and cycling into roadway design, where feasible to ensure cost-effective solutions and other criteria.



Communications and Utilities

The design and placement of communications infrastructure and other utilities are important considerations in road network planning. The County of Simcoe should continue to ensure that road rights-of way safely support current and future utility needs. Surface utilities can include electrical transmission lines, telephone lines, street lighting poles and traffic signal poles, while buried facilities include storm and sanitary sewers, water lines, communications cables, gas lines, etc.

The Transportation Association of Canada's *Geometric Design Guide for Canadian Roads* (TAC, 2017, Section 4.11) provides standards for utility placement among other cross-section elements and should be referenced to ensure best practices are followed.

Recommendation

The following are recommended for infrastructure on rural and urban roads:

- > **Locate surface utilities outside of the clear zone:** To the extent possible for rural roads and higher-speed urban roads, surface utilities should be located outside of the “clear zone”, a designated space free of obstacles designed as clearance for drivers that may run off the road.
- > **Ensure as much separation distance between infrastructure and the travelled roadway:** In urban environments, the goal of providing lateral clearance to obstructions is more to improve operations than shielding obstacles. For urban roads, the boulevard²² serves as a separation between the curb and the sidewalk and can accommodate utilities. The Transportation Association of Canada recommends locating utility poles, lamp posts and other objects potentially hazardous to errant vehicles as far as possible from the travelled roadway (although it is recognised that this may not be possible or desired along constrained urban roads).

²² TAC 2017, Section 4.6.1 defines the boulevard as the area between the curb and sidewalk and can be referred to as the furnishing zone especially in urban environments. The boulevard may or may not be an extension of the sidewalk.



Road Rationalization

Road rationalization is the process of applying a logical framework to determine which roads serve County mobility objectives to a sufficient degree to remain in or be added to the County road network. The County of Simcoe Road Rationalization framework was developed as part of the 2008 TMP.

The 2008 TMP road rationalization framework has subsequently also been carried forward to the current TMP Update for evaluating new municipal road segments put forward by local municipalities for consideration for transfer to the County. Whereas most municipalities in Ontario have developed road rationalization frameworks that closely align with the Ontario Good Roads Association (OGRA) 1998 framework, the County of Simcoe road rationalization framework, while valid, deviates from OGRA.

The County framework is supported by a scoring system used to identify the degree to which a road serves a County vs. a local travel movement purpose. Road segments that have a score greater than a minimum threshold may be recommended to remain as County roads or to be transferred to the County, while those with lower scoring may be recommended for ownership by local municipalities.

Recommendation

The following are recommended to support the continued application of the County's road rationalization framework:

- **Review the County's current road rationalization framework:** It is recommended that the County consider undertaking a review of its current road rationalization framework to ensure that it adequately represents County interests and priorities into the future, and to ensure it aligns with future changes in transportation planning.
- **Consider re-incorporating OGRA criteria:** It is recommended that the County consider re-incorporating OGRA criteria for boundary service, road right-of-way width and road surface type, and review Average Annual Daily Traffic (AADT) criteria scoring. Changes to the current road



Road rationalization analysis and scoring is included in the **Phase II: Transportation Network Development report**.

Road rationalization recommendations are summarized in **Table 2** of this report.

rationalization framework to align more closely with the OGRA framework may result in additional road transfers not currently identified and would require additional consultation with local municipalities.

- > **Provide more detailed guidance for framework application:** It is recommended that the County provide more detailed guidance for applying each criterion to ensure that the road rationalization framework is applied consistently, with the aim of helping clarify County interest of arterial roads within urban settlement areas.

Actions for the County

- ▶ **A20.** Initiate upload of roads identified for transfer to County under the identified phasing (outlined on Map 2).
- ▶ **A21.** Consider conducting a comprehensive review of the road rationalization framework as part of the next TMP Update or as a separate exercise, with input from local municipalities considered.



Commercial Vehicles

Supporting the continued efficient movement of goods throughout the County of Simcoe is a key component of the TMP Update. Commercial motor vehicles (i.e. medium and heavy trucks) are responsible for the movement of the majority of the goods shipped to, from, within and through the County. They also support essential services such as construction, repair and maintenance, waste management, and emergency response.

Together with the Provincial highway network, the County of Simcoe arterial road network provides connectivity between communities within the County and to markets and destinations beyond along roadways designed to accommodate the physical needs and geometry of heavy vehicles (albeit with seasonal restrictions along selected County routes).

Recommendation

The following recommendations were developed to support the operation of commercial vehicles in the County of Simcoe, as listed below:

- > **Refine the Strategic Goods Movement Network:** It is recommended that the County work with the MTO to further refine the Strategic Goods Movement Network as defined in *Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022)* within County boundaries to reflect current and anticipated commercial vehicle travel patterns, drawing on sources such as the Province's updated Commercial Vehicle Survey data. This alignment will ensure that the Provincial highway network be designed to continue to carry a high proportion of inter-regional commercial vehicle traffic, reducing the amount of "spillover" onto County and local roads.
- > **Monitor strategic goods movement routes for potential issues:** It is recommended that the County monitor strategic goods movement routes within its boundaries for potential heavy-vehicle issues, such as traffic congestion, safety, difficulty of access to existing or new truck trip generators, and adherence to design standards to accommodate turning trucks.
- > **Work with local and provincial partners to develop a truck route network information platform:** In order to coordinate and manage heavy

vehicle routes in the County, it is recommended that the County work with local municipalities and the MTO to establish a consolidated truck route network information platform which to serve as a centralized resource for both members of the public and members of the trucking industry.

- > **Continue to apply the Province’s ‘Freight Supportive Guidelines’:** It is recommended that the County continue to adhere to provincial guidance on freight movement in order to balance the needs of both freight movement and passenger transportation on shared mobility corridors.
- > **Engage in future studies to better understand access to truck route restrictions and designated routes:** It is recommended that the County undertake future studies to better understand how drivers currently access truck route restrictions and designated routes, and to consider how road restriction information could be intercepted by global positioning system software used by truckers.

Actions for the County

- ▶ **A22.** Work with the MTO to further refine the Provincial Strategic Goods Movement Network within Simcoe County boundaries to reflect current and anticipated commercial vehicle travel patterns, and to ensure that the Provincial highway network is designed to carry a high proportion of inter-regional commercial vehicle traffic, reducing the amount of “spillover” onto County and local roads.
- ▶ **A23.** Continue to monitor the County’s strategic goods movement routes for potential goods-movement related issues.
- ▶ **A24.** Work with the MTO and local municipalities to establish a consolidated truck route information platform as a centralized resource for members of the trucking industry as they navigate heavy vehicles through Simcoe County.
- ▶ **A25.** Apply guidance from the MTO *Freight-Supportive Guidelines* to balance needs of both freight movement and passenger transportation on shared mobility corridors.
- ▶ **A26.** Work to reduce or to limit further seasonal load restrictions on County roads.



Freight Rail

Freight rail is an important component of the transportation network and goods movement in the County of Simcoe. Facilitating the increased use of freight rail can represent a key strategy to support goods movement into the future. The following freight railways are in service within County boundaries today:

- Canadian Pacific Railway (CPR) Mactier Subdivision
- Canadian National Railway (CN) Bala Subdivision
- Barrie-Collingwood Railway (BRCY)

The Barrie-Collingwood Railway in operation today is a 35-kilometre long, single-locomotive shortline railway owned by the City of Barrie. The line runs west from Barrie and crosses the CPR line at Utopia, home of a small interchange yard. The line currently has a small number of customers and runs short trains at slow speeds twice per week.

The County has purchased the 38-kilometre portion of the former railway between Utopia and Collingwood, with the intention of preserving the right-of-way for a future transportation corridor (e.g. bus rapid transit, light rail transit, etc.), and to use the corridor as an active transportation trail in the meantime. Much of the abandoned track remains intact. The active-transportation trail alongside the corridor is already in place between Collingwood and Stayner, and the County has conducted an Environmental Assessment to develop the remainder of the corridor for active transportation, with plans aiming to salvage the existing rail line as much as possible, given the longer-term intended use of the corridor.

Recommendation

The following recommendations are intended to support the expanded use of rail facilities in the County of Simcoe for both goods movement and other transportation opportunities:

- **Support modal shift initiatives that expand freight rail use and other multi-modal opportunities:** It is recommended that the County continue to maintain the inactive BCRY corridor as an intact corridor for current and potential future multi-modal transportation purposes. It is also recommended that the County of Simcoe support modal shift initiatives that expand freight rail use.

- > **Coordinate with industry partners and stakeholders:** The County should continue to coordinate with relevant partners and stakeholders (e.g. Metrolinx) and apply Transportation Association of Canada guidance relating to the planning and implementation of rail grade-separation projects.
- > **Identify and prioritize safety improvements:** Identifying and prioritizing safety improvements for at-grade road crossings is important to reduce conflict between transportation modes, and a key action of the GGH Plan. As the population of the County grows, the safety of vulnerable road users (e.g. pedestrians and cyclists) should continue to be prioritized where roads and other transportation infrastructure abuts or crosses freight rail lines.



Actions for the County

- ▶ **A27.** Support modal shift initiatives that expand rail use, coordinating with relevant partners and stakeholders.
- ▶ **A28.** Initiate a study to review the business case and implementation timing for the potential long-term uses of the BCRY and continue to protect it as an intact corridor for potential higher-order transit use or freight use in the future.
- ▶ **A29.** Work with the City of Barrie to ensure the integrity and long-term viability of the entire length of the BCRY remains intact and feasible.
- ▶ **A30.** Develop guidelines and standards to manage development in proximity to the BCRY to protect the corridor for future transportation uses, including higher-order transit.
- ▶ **A31.** If transit service is determined to be viable, work collaboratively with Metrolinx, the MTO, Town of Collingwood, Township of Clearview and Township of Essa to review the potential for development of Transit Oriented Communities along the Barrie-Collingwood Railway in the future.
- ▶ **A32.** Continue to apply TAC guidance within the planning and implementation of rail grade separation projects.



Air Travel

There are numerous land and water airports in the County of Simcoe that primarily serve commercial, private and local touristic transportation needs. The most significant of these airports from a County perspective is the Lake Simcoe Regional Airport (LSRA), located in the Township of Oro-Medonte at County Road 127 and Provincial Highway 11. Jointly owned by the County of Simcoe (90%) and the City of Barrie (10%), the LSRA is an important economic development opportunity for the County, and its Customs Port of Entry status means it can be continued to be promoted to foster international goods movement, and eventually air passenger traffic.

The County has invested in LSRA to ensure that air services are available. With a 6,000-foot runway, the LSRA can accommodate many types of larger aircraft used for passenger and cargo services. Currently there are no scheduled passenger services, but the recent initiatives related to the airport include developing the LSRA Strategic Plan, which was approved by the shareholders and the Board in 2018. The Airport has been moving forward on developing their strategic advantage as outlined in the Strategic Plan. The County’s objectives for the airport include ensuring that key services can continue to function, as well as attracting passenger services in the future.

Recommendation

The TMP supports the continued implementation of the LSRA Strategic Plan, and ongoing support of the airport as an important facilitator of goods movement. The following recommendations are made to support the expansion of air travel in the County:

- > **Update the LSRA Strategic Plan:** It is recommended that the County update the LSRA Strategic Plan, as required in the coming years to consider post-pandemic conditions related to travel demand and goods movement.
- > **Undertake feasibility studies to support future passenger services:** Should scheduled passenger services be introduced at the LSRA, it is recommended that the County assess the feasibility of expanded transit service connecting to the airport.

- ▶ **Include County Road 127 in the LRSA Strategic Plan:** It is recommended that County Road 127 be assessed to ensure it meets County road standards given the recent upload. The alignment of County Road 127 should be included in future LSRA Strategic Plan updates in case a runway extension is considered, potentially a long-term need at or beyond the 2051 horizon. The County is also recommended to assess the need for a new interchange at County Road 127 and Highway 11, and to consider an interim traffic operations and safety study to determine if any mitigation measures can be identified.



Actions for the County

- ▶ **A33.** Update the *Lake Simcoe Regional Airport Strategic Plan*, as required, in the coming years to consider post-pandemic conditions related to travel demand and goods movement.
- ▶ **A34.** Assess the feasibility of expanded transit service connecting to the airport if scheduled passenger service begins.
- ▶ **A35.** Review and coordinate with the MTO to assess the safety of and access to County Road 127 and the Highway 11 interchange to ensure consistency with County road standards. Consultation to include potential timing of an interchange replacement Environmental Assessment.



Active Transportation and Trails

The provision of active transportation infrastructure and uptake through programs, policies and practices is an important component of the TMP Update. Recreational active transportation facilities serve tourism demand, improve liveability of the County and improve health of residents and visitors. Education is an important priority during these programs and events to increase public awareness about the benefits of active transportation, and produce safer conditions for all road users, all while supporting the economic development of the County by bolstering cycling tourism efforts.

The Priority Cycling Network and Ultimate Cycling Network, outlined in Chapter 8, represent important progress toward a comprehensive County-wide active transportation network that serves different types of active users.

Recommendation

Building on the extensive programs and initiatives undertaken by the County of Simcoe to support and promote active transportation, a comprehensive set of short-term, medium-term and long-term recommendations were developed, and outlined in detail in the Phase III report.

These recommendations correspond to the following policy areas that outline directions to support active transportation in the County of Simcoe.

- **Incorporate active transportation considerations into the planning, design and maintenance process:** To support the growth of active transportation as a means of transportation, recreation and tourism, it is recommended that the County review and update its active transportation strategies as necessary, and refer to best practices regarding facility design, signage and wayfinding, and winter maintenance standards as in the recently updated *Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities*.
- **Expand and improve the active transportation network by following best practices:** In improving the current and proposed active transportation network in the County, it is recommended that the County follow best practices as detailed in the *OTM Book 18 – Cycling Facilities*, and the *Geometric Design Guide for Canadian Roads (2017)*. These may include, but are not limited to, standards pertaining to surface types, user

type limits, the identification of specific segment surfaces, and select other design interventions.

- > **Coordinate and collaborate with local and external municipalities.** It is recommended that the County coordinate with external municipalities regarding cross-jurisdictional active transportation and trail routes. The City of Barrie and City of Orillia are identified as potential partners among selected priority routes, and so connections along external roads or trails are subject to external municipal review. Coordination with other adjacent municipalities (including York Region, Peel Region, Dufferin County, Grey County, District of Muskoka, Kawartha Lakes and Durham Region) is also recommended to facilitate inter-municipal connectivity of cycling routes.
- > **Promote active transportation outreach:** Outreach programs, special events and partnerships with local communities and organizations play an important role in promoting active transportation as a viable form of transportation. A series of actions related to existing, expanded and new programs have been identified that aim to promote active transportation tourism initiatives, build a sense of community and further public education.
- > **Support multi-modal connections:** The active transportation network can serve as an important solution to the first and last miles of journeys taken by public transportation. It is recommended that the County undertake initiatives to encourage connections between modes by integrating active transportation supportive infrastructure and facilities at transit hubs and in urban parts of the County.



Actions for the County

- ▶ **A36.** Incorporate active transportation considerations into the planning, design and maintenance process (throughout Planning department as well as Transportation and Engineering department) to work towards the development of the long-term network and with County-wide connectivity.
- ▶ **A37.** Adopt the active transportation policy areas and supporting directions travel (detailed further in the Phase III report) to support the provision of active transportation facilities and uptake.



Road Safety

The County of Simcoe is committed to continuing its record of high safety performance along the County road network, and supporting road safety is a key aspect incorporated throughout different components of the TMP Update. The Road Safety Strategy encompasses a set of actions focused on the safety of all road users across different transportation modes, and builds from both community concerns and stakeholder input, often with respect to the need for improved traffic control, speeding concerns and concerns about cyclist and pedestrian safety.

Recommendation

The Road Safety Strategy accounts for the safety of all road users, including vulnerable road users, transit riders and motorists. Safety considerations are a key component to standard road network planning and design processes, and indicators related to safety (e.g. collisions, pedestrian injuries and fatalities) should be tracked and reported on regularly.

The following are recommended as part of the Safety Strategy:

- **Establish a Safety Council:** It is recommended that the County assemble a Safety Council, comprised of County staff and representatives from the 16 lower-tier municipalities, to meet twice annually to discuss road safety related matters across the County, as well as programs and initiatives aimed at increasing road safety.
- **Allocate capital budget and resources:** It is recommended that the Safety Council be granted staff resources and be provided with a budget to initiate studies aimed at analysing and improving road safety. This could include studying corridors that are susceptible to impacts from winter weather and identifying potential solutions. Similarly, a portion of the County capital budget should be allocated for minor improvements aimed at increasing road safety, or to undertake minor projects recommended by the Safety Council.
- **Leverage information from the County's Annual Average Traffic Count program:** Information should be gathered from the County's Annual Average Traffic Count Program to generate new insights to improve road safety across the County, considering different vehicle types of capturing speeds to better inform road safety analyses.

- > **Continue to assess collision hotspots and include safety considerations in the selection of data collection points:** It is recommended that the County continue to collect data and conduct analyses of road safety conditions with a focus on identifying collision hotspots, with the intention of using the data to inform the installation of potential appropriate traffic calming measures.
- > **Consider traffic calming measures:** It is recommended that the County consider traffic calming measures at selected road segments, such as along rural roadways that transition into settlement areas with measures including horizontal deflections, roundabouts and visual gateway features, among others, as a response to speeding concerns. However, different traffic calming measures are suited to specific contexts for both rural and urban areas, and it is important to apply the most appropriate measure that responds to the circumstances of a specific location.
- > **Continue “roundabout first” approach to intersection design:** The County should build on its momentum and continue implementing roundabouts at appropriate locations as a safer, operationally efficient and greener method of traffic control. For locations where County roads intersect with local municipal roads, consultation with the local municipality should be coordinated, as appropriate. The safe integration of pedestrian crossings and cyclist movement through roundabouts, where feasible or required, is also an important consideration.



Actions for the County

- ▶ **A38.** Establish a County Safety Council, with representation from local municipalities for the purpose of resource sharing and allocate funding and resources for studies aimed at analyzing and improving road safety.
- ▶ **A39.** Explore additional opportunities in collaboration with the Ontario Provincial Police and municipalities to use automated speed enforcement.
- ▶ **A40.** Leverage information from the Annual Average Traffic Count program to inform the Safety Strategy and improve road safety County-wide.
- ▶ **A41.** Consider additional traffic calming measures appropriate to the design context (e.g. rural settlement areas) along County roads where there are speeding and safety concerns. Locations and measures to be determined as part of future safety studies or data reviews.



Emerging Technologies

The range of new and emerging transportation technologies are quickly evolving and provide opportunities for the County of Simcoe to develop a future-looking transportation network. These technologies include electric, shared, automated and connected transportation options, and also include micro-mobility devices such as e-scooters, bikes share and e-bikes. These are reshaping mobility and can help increase non-private vehicle travel and reduce emissions, supporting the TMP study Goals and Vision.

While electric vehicles are becoming increasingly commonplace among drivers, and electrification is a growing priority of many public transit agencies, different types of micro-mobility devices and emerging connected and automated vehicle technologies are subject to more regulatory consideration and will therefore take longer to become integrated into municipal and regional transportation systems.

Looking to the future, it will be of key importance that the County stay abreast of the evolving emerging transportation technology space so that residents and visitors can benefit from the opportunities these new technologies may bring, while prioritizing the safety of all road users when they are integrated into the County's transportation network. Municipal policies are key to shaping how emerging technologies, including Connected and Automated Vehicles (CAVs) are deployed and that their use support County-building goals.

Recommendation

The following recommendations will support the provision of new and emerging transportation technologies in the County of Simcoe:

- > **Monitor technological trends and follow Provincial direction:** It is recommended that the County follow both technology trends and transportation planning impacts in other jurisdictions and should be prepared for future advancements in technology by monitoring developments in CAVs by following the direction of the Province.
- > **Promote emerging transportation technologies through outreach and marketing:** The County may consider launching educational campaigns, distributing resources and hosting engagement events to acquaint residents with the emerging transportation technology sector, including

recent activity in Ontario and how they are being integrated onto Ontario roads today.

- > **Identify supportive policies and infrastructure to be ahead of the game:** Infrastructure to support CAV deployment, traffic control devices that consider both human drivers and automated driving systems, and traffic laws and regulations should be considered in anticipation of CAVs being integrated into traffic environments.
- > **Build on County efforts to expand EV charging infrastructure:** The County should continue to support electrification efforts through the expansion of charging stations County-wide, identifying potential funding streams through Federal and Provincial programs and installing electric vehicle charging infrastructure at carpool lots across the County.
- > **Continue transitioning the municipal fleet:** The County should continue transitioning its municipal fleet to EV models, as well as support the eventual transition of a zero-emissions bus fleet and terminal infrastructure to support new and emerging technologies.



Actions for the County

- ▶ **A42.** Support and undertake outreach and marketing opportunities to promote emerging transportation technologies, as required.
- ▶ **A43.** Identify supportive policies and infrastructure that will allow for the safe integration of emerging transportation technologies onto County roads.
- ▶ **A44.** Build on recent efforts to expand EV charging infrastructure County-wide.
- ▶ **A45.** Continue to transition the municipal fleet to electric vehicle models.



Transportation Demand Management

Transportation Demand Management (TDM) is the use of strategies, policies, infrastructure and technologies to optimize the transportation network by influencing and directing travel behaviour toward reduced single-occupancy vehicle use. TDM can work to reduce the pressure placed on the road network by changing travel demands, times and modes, leading to reduced congestion and reduced parking demand.

Specific TDM measures with potential applicability in the County of Simcoe include requiring bike parking and changing rooms at workplaces, reducing parking requirements in new developments, undertaking public information campaigns, improving active transportation and transit, and providing commuter parking lots, among others.

Successful TDM programming improves the awareness of mobility options and seeks to remove the barriers that residents face when considering alternative modes of travel. In considering opportunities to implement or advance different types of TDM initiatives, it is important to factor in the needs of equity-deserving groups and consider what impact TDM could have on their access to mobility options. While TDM may be effective in nudging users to more sustainable modes, measures that mitigate the potentially negative impacts that they could have on equity-deserving groups should be built in to an overall TDM program.

In addition, in planning different types of TDM measures, considerations for how they can support and integrate with public transit services in the County may be key to advancing mode shift objectives and facilitating more intermodal trips. Targeted TDM measures that make getting to and from commuter rail services in the County easy and convenient could be essential to supporting commuters and reducing single-occupancy vehicle trips.

Recommendation

The following are recommended to support County efforts at managing transportation demand:

- **Promote context appropriate TDM measures:** It is recommended that the County consider selected TDM measures as a means of reducing peak hour demand and congestion, reducing parking demand, and advancing the Goals of the TMP Update more generally. Simple measures, such as

providing workplace incentives for active transportation or transit use, can result in the incremental shift toward sustainable modes. More comprehensive programs should be carefully deployed to catalyze more lasting modal shifts that factor in the needs of different transportation users.

- **Dedicate resources and staffing to support a multi-modal transportation network:** The County should consider allocating dedicated staff and resources to the planning and management of various components of its transportation network including, but not limited to, advancing transportation demand management programs, active transportation network expansion and uptake, transit service improvements and ridership uptake, as well as other transportation-supportive strategies the County sees appropriate.
- **Monitor best practices and initiate TDM trials and pilots:** It is recommended that dedicated County staff monitor best practices in TDM implementation and consider initiating pilots with the aim of gathering data and insights to inform more permanent TDM measures in the County.
- **Advance a park and ride strategy:** Building from the 2014 TMP Update, a study is recommended to assess strategies to increase the provision of park and ride facilities across the County, and to consider the development of park and ride facilities in concert with existing transit and future transit plans.

Actions for the County

- ▶ **A46.** Identify context appropriate TDM measures, monitor best practices and initiate TDM trials and pilots, as required.
- ▶ **A47.** Dedicate County resources and staff to help manage various components of the transportation network, including advancing actions related to transportation demand management, active transportation, and other transportation-supportive strategies identified in this report, as the County sees appropriate.
- ▶ **A48.** Advance a County park and ride strategy.



Carpool Lots

Carpool lots are locations where pre-arranged carpool partners can meet in order to travel together in one vehicle. Ridesharing, or carpooling, is a well-established and effective TDM measure that could help reduce single-occupancy vehicles across the County.

Carpool lots exist across Ontario, many of which are owned and operated by the MTO. Carpool lots are typically located near primary travel corridors or are served by public transit, making them convenient locations for commuters to meet and carpool to a common destination together.

Recommendation

The following are recommended to encourage carpooling in the County of Simcoe:

- **Carry forward 2014 TMP recommended locations alongside newly identified locations:** It is recommended that the priority locations and locations for long-term implementation previously identified in the 2014 TMP Update be carried forward, alongside newly identified locations. Recommended locations are shown in [Map 6](#). These areas represent important opportunities to foster a higher uptake of carpooling within the County, which could be supported further with targeted campaigns (described subsequently).
- **Promote carpooling as a key TDM measure alongside park and ride initiatives:** It is recommended that the County promote carpooling as an eco-friendlier and cost-saving travel option. Preferential parking and financial incentives could be considered to entice more commuters to carpool or use a park and ride to continue their journey on public transit.
- **Undertake a carpool lot study underpinned by performance and feasibility criteria:** It is recommended that the County undertake a carpool lot study to determine specific locations, property availability and requirements, access configuration and lot size, costing and more detailed priority of identified carpool lots. Performance criteria (e.g. traffic volumes, population and employment areas, visibility and safety) and feasibility criteria (site ownership, environmental considerations and cost) are important elements to consider in determining specific locations.

Location of carpool lots in Collingwood may be informed by results of the East-West Capacity Improvement Study for Northwest Simcoe. Additional analysis is also required for locations in Midland and Tiny, as well as for locations in Adjala-Tosorontio and Tottenham, to determine whether separate locations or combined locations for each is preferred.

Additional opportunities for carpool lots may arise into the future (e.g. carpool lot at the proposed Highway 400 / Line 6 interchange) and should be identified and included in the future study.

- > **Provide carpool lots at or near transit facilities, where feasible:** Integrating carpool lots at or near transit facilities is an effective way to incentivize higher transit ridership among County residents. This also includes consideration for a carpool lot at the proposed Innisfil GO Station.
- > **Combine with EV charging stations rollout:** Considerations should be given to equipping the carpool lots with electric vehicle charging infrastructure. This would support residents' transition to EVs and allow drivers to charge their vehicles when they commute from the lot to their final destination.
- > **Forge partnerships with institutional and jurisdictional agencies:** Where prospective carpool lot locations abut Provincial roads, the County could consider establishing partnerships with the Ministry of Transportation or Infrastructure Ontario for the planning, funding and management of the site. Partnerships should be forged with local municipalities as well as other key commercial, industrial and institutional players that are near the site.

Costs associated with the carpool lots account for a carpool lot study in the short-term phase to assess locations, property requirements, access configurations, and priority of implementation. Implementation (i.e. construction) costs are spread evenly over the medium- and long-term phase.

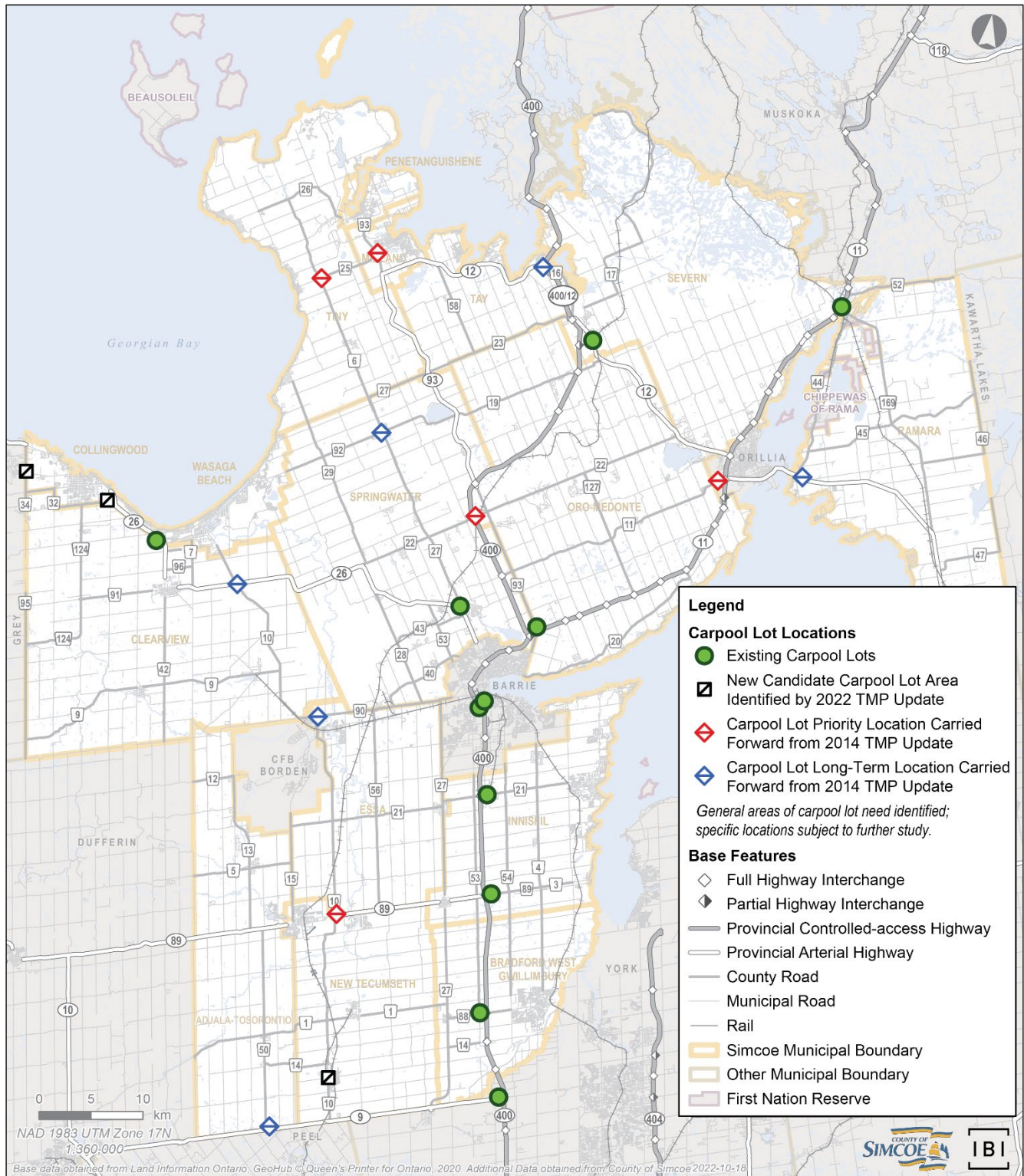
- > Carpool lot study/studies: \$0.06 M to \$0.08 M
- > Carpool lot implementation: \$1.6 M to \$2.4 M



Actions for the County

- ▶ **A49.** Carry forward 2014 TMP Update recommended carpool lot locations alongside newly identified locations, to promote carpooling in the County.
- ▶ **A50.** Undertake a carpool lot study or studies to determine specific locations and priority of the identified candidate carpool lot locations.
- ▶ **A51.** Install EV charging infrastructure at carpool lot locations.

Map 6: Areas Recommended for Carpool Lots



Note: Location of carpool lots in Collingwood may be informed by results of the recommended East-West Capacity Improvement Study for Northwest Simcoe.

PART 3

IMPLEMENTATION

Chapters

- 10 Action Plan Summary
- 11 Phasing and Costing
- 12 Monitoring and Updates

Part 3 outlines how the TMP will be implemented and includes an overview of the recommended Action Plan and a summary of the timing and costing.

Measures to monitor and update the plan are also discussed, providing a framework to ensure that key performance indicators are continually reviewed to ensure they align with the long-term goals of the TMP.

Action Plan Summary

The actions outlined throughout this document represent the next steps to help the County of Simcoe adopt the recommended transportation solutions. **Table 6** consolidates all actions to be undertaken to implement the TMP Update over the following phasing:

- > **Short-term:** 2023 to 2031
- > **Medium-term:** 2032 to 2041
- > **Long-term:** 2042 to 2051

Table 6: Action Plan

Actions	Timing
A1 Integrate recommended road projects into annual capital program planning.	Short-term and ongoing
A2 Update the County's travel demand model to reflect new growth allocations and/or upon receipt of updated transportation survey information (i.e. Transportation Tomorrow Survey).	Medium-term
A3 Re-evaluate road projects phased for the long-term, as well as corridors deferred beyond 2051 for study, as part of next TMP Update.	Medium-term
A4 Initiate East-West Capacity Improvement Study in coordination with the MTO, Grey County and other affected local municipalities identified as potential partners, as appropriate.	Short-term
A5 Work with the MTO to help progress provincial projects supported by the County of Simcoe.	Short-term and ongoing
A6 Update the Transit Strategy with a 10-Year Transit Vision and a 5-Year Implementation Strategy. Work toward implementing short-term directions for transit including improved connectivity and coordination, improved accessibility, fare integration, transit amalgamation and transitioning to a sustainable transit fleet.	Short-term
A7 Building on the short-term directions undertaken, begin implementing the long-term directions for transit.	Medium-term / Long-term

Actions	Timing
<p>A8 To begin working toward a regional transit service model, undertake a Simcoe Area transit plan, assemble a working group comprised of County staff, delegates from municipal transit agencies and departments and other stakeholders.</p>	Short-term
<p>A9 Integrate recommended Priority Cycling Network projects into annual capital program planning (e.g. feasibility studies, review of trail crossing improvements, functional and preliminary designs).</p>	Short-term and ongoing
<p>A10 Prioritize and identify jurisdictional responsibilities for future maintenance of trails and cycling facilities.</p>	Short-term and ongoing
<p>A11 Undertake sub-area active transportation master plans or assessments for different areas of the County, in coordination with local municipalities, to help refine specific routes and alignments, further identify project priorities, as well as explore potential funding partnerships.</p>	Short-term and ongoing
<p>A12 Re-evaluate Ultimate Cycling Network projects phased for the long-term as part of next TMP Update.</p>	Medium-term
<p>A13 Carry forward the three-level arterial road classification system for describing the traffic movement function of County roads.</p>	Short-term
<p>A14 Consider roadway context in road design guidelines for each functional road class, for consistency with TAC guidelines and best practices.</p>	Short-term and ongoing
<p>A15 Assign a road classification to roads that are transferred to County jurisdiction based on their road rationalization scoring or their attributes.</p>	Short-term and ongoing
<p>A16 Adopt the eight principles of Complete Streets for road corridor upgrades and new roads, as well as the considerations for prioritizing different modes of travel (detailed further in the Phase III report).</p>	Short-term
<p>A17 Include elements such as paved shoulders, separated trails within the right-of-way, pedestrian/cyclist-level lighting, transit considerations (e.g. stops, laybys, queue jump lanes), as well as inclusion of communications and utilities elements. Review and revise these guidelines as needed.</p>	Short-term and ongoing
<p>A18 Adopt the dimensions of roadway elements as outlined in the Phase III report as general standards for the County of Simcoe.</p>	Short-term

Actions	Timing
A19 In consideration of context-sensitive road design, incorporate elements that support walking and cycling into roadway design, where feasible to ensure cost-effective solutions and other criteria.	Short-term and ongoing
A20 Initiate upload of roads identified for transfer to County under the identified phasing (outlined on Map 2).	Short-term and ongoing
A21 Consider conducting a comprehensive review of the road rationalization framework as part of the next TMP Update or as a separate exercise, with input from local municipalities considered.	Medium-term
A22 Work with the MTO to further refine the Provincial Strategic Goods Movement Network within Simcoe County boundaries to reflect current and anticipated commercial vehicle travel patterns, and to ensure that the Provincial highway network is designed to carry a high proportion of inter-regional commercial vehicle traffic, reducing the amount of “spillover” onto County and local roads.	Short-term
A23 Continue to monitor the County’s strategic goods movement routes for potential goods-movement related issues.	Short-term
A24 Work with the MTO and local municipalities to establish a consolidated truck route information platform as a centralized resource for members of the trucking industry as they navigate heavy vehicles through Simcoe County.	Short-term
A25 Apply guidance from the MTO Freight-Supportive Guidelines to balance needs of both freight movement and passenger transportation on shared mobility corridors.	Short-term and ongoing
A26 Work to reduce or to limit further seasonal load restrictions on County roads.	Short-term and ongoing
A27 Support modal shift initiatives that expand rail use, coordinating with relevant partners and stakeholders.	Short-term and ongoing
A28 Initiate a study to review the business case and implementation timing for the potential long-term uses of the BCRY and continue to protect it as an intact corridor for potential higher-order transit use or freight use in the future.	Short-term

Actions	Timing
A29 Work with the City of Barrie to ensure the integrity and long-term viability of the entire length of the BCRY remains intact and feasible.	Short-term and ongoing
A30 Develop guidelines and standards to manage development in proximity to the BCRY to protect the corridor for future transportation uses, including higher-order transit.	Short-term
A31 If transit service is determined to be viable, work collaboratively with Metrolinx, the MTO, Town of Collingwood, Township of Clearview and Township of Essa to review the potential for development of Transit Oriented Communities along the Barrie-Collingwood Railway in the future.	Medium-term / Long-term
A32 Continue to apply TAC guidance within the planning and implementation of rail grade separation projects.	Short-term and ongoing
A33 Update the <i>Lake Simcoe Regional Airport Strategic Plan</i> , as required, in the coming years to consider post-pandemic conditions related to travel demand and goods movement.	Short-term
A34 Assess the feasibility of expanded transit service connecting to the airport if scheduled passenger service begins.	Medium-term
A35 Review and coordinate with the MTO to assess the safety of and access to County Road 127 and the Highway 11 interchange to ensure consistency with County road standards. Consultation to include potential timing of an interchange replacement Environmental Assessment.	Short-term
A36 Incorporate AT considerations into the planning, design and maintenance process (throughout Planning department as well as Transportation and Engineering department) to work towards the development of the long-term network and with County-wide connectivity.	Short-term
A37 Adopt the active transportation policy areas and supporting directions travel (detailed further in the Phase III report) to support the provision of active transportation facilities and uptake.	Short-term
A38 Establish a County Safety Council, with representation from local municipalities for the purpose of resource sharing and allocate funding and resources for studies aimed at analyzing and improving road safety.	Short-term

Actions	Timing
A39 Explore additional opportunities in collaboration with the Ontario Provincial Police and municipalities to use automated speed enforcement.	Short-term and ongoing
A40 Leverage information from the Annual Average Traffic Count program to inform the Safety Strategy and improve road safety County-wide.	Short-term and ongoing
A41 Consider additional traffic calming measures appropriate to the design context (e.g. rural settlement areas) along County roads where there are speeding and safety concerns. Locations and measures to be determined as part of future safety studies or data reviews.	Short-term and ongoing
A42 Support and undertake outreach and marketing opportunities to promote emerging transportation technologies, as required.	Short-term and ongoing
A43 Identify supportive policies and infrastructure that will allow for the safe integration of emerging transportation technologies onto County roads.	Short-term and ongoing
A44 Build on recent efforts to expand EV charging infrastructure County-wide.	Short-term and ongoing
A45 Continue to transition the municipal fleet to electric vehicle models.	Short-term and ongoing
A46 Identify context appropriate TDM measures, monitor best practices and initiate TDM trials and pilots, as required.	Short-term and ongoing
A47 Dedicate County resources and staff to help manage various components of the transportation network, including advancing actions related to transportation demand management, active transportation, and other transportation-supportive strategies identified in this report, as the County sees appropriate.	Short-term and ongoing
A48 Develop a County park and ride strategy to assess the provision of park and ride facilities across the County.	Medium-term
A49 Carry forward 2014 TMP Update recommended carpool lot locations alongside newly identified locations, to promote carpooling in the County.	Short-term and ongoing
A50 Undertake a carpool lot study or studies to determine specific locations and priority of the identified candidate carpool lot locations.	Short-term and ongoing
A51 Install EV charging infrastructure at carpool lot locations.	Short-term

Timing and Costing

Phased Implementation

The TMP Update has identified the transportation solutions for roads, transit, cycling and more over the next 10 years and beyond. In an environment of responsible spending and scarce funding availability, prioritizing the recommended projects that provide the greatest impact relative to their investment is integral to realizing the Vision of the TMP.

Developing a timing plan prioritizes projects by considering overall costs and benefits. Projects have been grouped based on the relative priority of projects, when it is anticipated that specific projects will be needed, and the County's capacity to spend on an annual basis. The phasing plan is intended to be achievable over the time frames indicated. Three phases direct the implementation of transportation solutions over the short-term, medium-term and long-term horizons, as follows:

- > **Short-term:** 2023 to 2031
- > **Medium-term:** 2032 to 2041
- > **Long-term:** 2042 to 2051

Road and cycling project-specific costs are outlined in Chapters 6 and 8 of this document. Costed roads projects include County road widenings, road jurisdictional transfers, the East-West Capacity Improvement Study for Northwest Simcoe and carpool lots. Additional detail regarding costing, including assumptions, is detailed in the Phase III report.

Major infrastructure or service recommendations that have not been included in the costing program are listed below. These projects require further feasibility studies or planning or may require funding partnerships from multiple levels of government.

- > Short-term and long-term transit directions
- > Ultimate Cycling Network

Total assumed capital costs are summarized in [Table 7](#). Funding sources can include the existing County tax base, other levels of government, partnership opportunities or development charges. While the TMP Update outlines a project list

of recommended projects and timing, additional funding sources (or a lack of) may alter the timing of projects.

Table 7: Total Capital Costs

Category	Short-term 2023-2031	Medium-Term 2032-2041	Long-term 2042-2051	Annual Average
Roads – All Projects	\$184.2 M to \$355.7 M	\$96.3 M to \$185.7 M	\$78.1 M to \$149.7 M	\$12.8 M to \$24.7 M
Priority Cycling Network	\$31.8 M to \$56.7 M	\$26.0 M to \$42.9 M	\$26.0 M to \$42.9 M	\$3.0 M to \$5.1 M
Total	\$216.0 to \$412.4 M	\$122.3 M to \$228.6 M	\$104.1 M to \$192.6 M	\$15.8 M to \$29.8 M
Annual Average	\$27.0 M to \$51.6 M	\$12.2 M to \$22.9 M	\$10.4 M to \$19.3 M	

Operating Costs

A major driver of the TMP Update is consideration for fiscal responsibility. Infrastructure improvements incur additional operations and maintenance costs over the lifecycle of the asset. These costs incrementally increase the annual operating budget, putting more pressure on funding sources to pay for state-of-good repair maintenance and operational activities such as plowing and sweeping.

As key County road capacity expansion projects and other infrastructure changes are being recommended, the capital program is phased to help manage costs. In the case of new development areas, the increased revenue from a growing tax base can help offset the incremental cost of operations and maintenance for road improvements.

As the cycling network is built out, it will be important to allocate budget towards ongoing operations and maintenance for tasks such as removing debris on pathways, snow removal and re-applying pavement markings. These, too, may require incremental increases in operations funding.

Sufficiently allocating funding in the maintenance of roads, trails, paved shoulders, and so on is important to extend the lifecycle of the asset. Preventative maintenance can help delay the need for major reconstruction.

Monitoring and Updates

Plan Monitoring

The TMP Update is a long-term vision for Simcoe County to manage its transportation system over the coming years. A monitoring program will help the County to track the progress of implementing the transportation solutions recommended by the TMP Update, as well as assess the impact the TMP has on shaping the way people and goods travel throughout Simcoe County. Key performance indicators should be adopted that assess the effectiveness of the policies, programs and infrastructure improvements in moving toward the transportation Vision and Goals.

Table 8 outlines the key performance indicators that can be used to track the progress and impact of the TMP Update. The data required to track these metrics are largely accessible from existing sources, however, additional data collection may be necessary in some instances. It is recognized that the County may not be able to conduct data collection and monitoring immediately. The objective is to record and measure each indicator to measure progress on a regular basis, and results can be used to justify changes and updates, as required.

Table 8: Key Performance Indicators

Indicator	Data Source	Frequency
Actions		
Percent of Action Plan implemented	TMP Update	Annual
Active Transportation		
Percent of Priority Cycling Network implemented	Capital program	Annual
Percent of Ultimate Cycling Network implemented	Capital program	Annual
Cycling network usage	Cycling counts	Annual
Percent of AT directions implemented	TMP Update	Annual
Transit		
Percent of Short-Term Directions implemented	TMP Update	Annual
Percent of Long-Term Directions implemented	TMP Update	Annual
Transit ridership data	LINX	Annual
Transit service hours	LINX	Annual
Annual capital and operating cost of public transit	County of Simcoe	Annual
Average user cost of public transit travel	LINX	Annual
All Users		
Safety monitoring	OPP/County/Safety Council	Annual
Percent of congested roads (high v/c ratio)	County traffic count data	Annual
Commuting mode share	TTS	Every 5 years
All-trips or non-commuting mode share	TTS	Every 5 years
Car ownership (number of vehicles per household)	TTS	Every 5 years
Mode share for short trips (e.g. <2 km, <5 km)	TTS	Every 5 years
Mode share by trip purpose (e.g. cycling to school)	TTS	Every 5 years
Average commute distance	TTS	Every 5 years

Plan Updates

As the County of Simcoe changes and grows, updating the TMP will ensure the plan responds to new transportation issues, challenges, priorities and opportunities. The Municipal Class Environmental Assessment process recommends a review of master plans every five years. This review will determine whether there is a need to undertake a formal TMP update, as assumptions used in the TMP Update can start to vary from actual conditions.

Reviewing and updating the TMP at regular intervals ensures that underlying assumptions continue to apply, or new ones are updated to reflect applicable changes. Examples include the following:

- > Has population and employment growth occurred in Simcoe County as expected?
- > Have County-wide travel patterns and mode share shifted in a way that was not anticipated?
- > Have changes brought on by the Province shifted regional movement of goods and people?
- > Has technology changed local and regional mobility in a major way?

The TMP Update considers the likely trajectory of the County over the course of the next few decades. Regularly updating the TMP will ensure that this strategic document remains relevant and useful in guiding the County into the future and continues to reflect the priorities of its residents.

Glossary

Accessibility: The design of services and environments to be inclusive for people who experience disabilities.

Active Transportation: As defined by the *Provincial Policy Statement (2020)*, active transportation, or active travel, refers to all forms of human-powered travel such as walking, cycling, skating or using a wheelchair. It also includes forms of power-assisted travel such as pedal-assist e-bikes, scooters and mobility devices.

All Ages and Abilities (AAA): Planning and designing the transportation system, including programming its uses, that enables use by people of all ages and with different physical abilities.

Arterial Road: A road classification designation characterized by high-capacity traffic whose primary function is vehicle movement. The Simcoe County road network is classified using a hierarchy of three arterial road classes: Primary Arterial-Controlled Access, Primary Arterial and Secondary Arterial.

Barrier: A situation or obstacle that keeps people apart or limits their mobility. Common transportation barriers include long travel distances, lack of access to a vehicle, transportation costs including transit fare costs, and inadequate infrastructure such as cycling or walking.

Barrier-Free: Planning, designing and maintaining a component of the transportation system that enables access by people of all physical abilities.

Capital Program: A long-term financial budget that outlines funding for capital assets, including transit, roads and cycling facilities, and guides decisions on what County infrastructure will be built and repaired.

Carpool: A form of rideshare that involves people travelling in the same vehicle together. Carpool lots are locations where pre-arranged carpool partners can meet in order to travel together in one vehicle.

Climate Change: The long-term shift in the average weather conditions or properties of a region, typically decades or longer, including changes in extreme conditions.

Climate Change Impacts: A reference to either a project's impacts on climate change or impacts to a project from climate change.

Commuter Shed: A catchment area that is defined by significant links of commuting activity to a central area. The southern area of the County of Simcoe is part of the Greater Toronto Area commuter shed.

Complete Communities: As defined by the *Growth Plan for the Greater Golden Horseshoe* (2020), complete communities are places such as mixed-use neighbourhoods that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living. This includes a mix of jobs, local stores and services, housing, transportation options and public service facilities.

Complete Streets: Roads that are built with the needs of all road users in mind – people who walk, use mobility aids, cycle, take transit, use a personal automobile, and carry commercial goods or support essential services. Complete Streets have become increasingly important as communities shift to a multi-modal approach to transportation. They promote public health and liveability by enhancing the safety, comfort and accessibility of all road users.

Connected and Automated Vehicles (CAVs): Connected vehicles (CV) refer to vehicles equipped with wireless communication technology that allows the vehicle to exchange information with other vehicles (V2V), roadside infrastructure (V2I) or the broader cloud of technologies (V2X). Automated Vehicles (AV) refers to passenger motor vehicles, commercial motor vehicles or transit vehicles equipped with driving technology that allow the vehicle to drive itself under certain circumstances.

Equity: In transportation, the provision of policies, funding, infrastructure and services in ways that are fair and aim to ensure that users, irrespective of race, ability, sex, class or any other social identity, can safely access transportation options.

Equity-Deserving Groups: Communities that experience significant collective barriers to participating in society and accessing safe, reliable and affordable transportation due to a disregard for their needs in transportation policies and investments.

Goods Movement: The movement of products and raw materials to businesses, consumers and industries by plane, freight rail or truck. Trucks, or commercial vehicles, are the primary consideration for goods movement in the County of Simcoe.

Greater Golden Horseshoe: A physically, demographically and economically diverse region that lies at the western end of Lake Ontario, extending from Lake Erie in the south to Georgian Bay in the north.

Heavy Vehicles: A type of commercial motor vehicle with a weight of three tonnes or more when unloaded. Truck routes are used to best manage heavy truck movement, plan for appropriate road infrastructure, and help balance the needs of different road users.

Horizon: A planning horizon is the future point in time a strategic plan looks toward. The County of Simcoe TMP Update considers the following planning horizon years: short-term (2031), medium-term (2041), long-term (2051), and beyond 2051.

Micro-Mobility: Micro-mobility refers to small, lightweight modes such as scooters, e-scooters, bikes, e-bikes and cargo bikes. Shared micro-mobility transport services are becoming increasingly popular among active transportation users throughout Canada.

Mobility: The ability to travel and move from place to place conveniently and efficiently.

Mobility Choice: Also referred to as mode choice, mobility choice refers to the ability to choose between different forms of transportation that are safe, convenient and reliable based on personal needs or preferences, including walking, cycling, transit and driving.

Mode Share: The percentage of people using a particular mode of transportation.

Multi-Modal: Refers to a variety of transportation modes or methods and may include trips and facilities that incorporate more than one mode of transportation.

Multi-Use Path: As defined by the *Ontario Traffic Manual Book 18 – Cycling Facilities* (2021), a two-way path that is separated from the travelled portion of the roadway by a curb and buffer. In-boulevard multi-use paths are distinct from **multi-use trails**, which run in a dedicated corridor separate from the roadway. Both multi-use paths and trails are shared by cyclists and pedestrians.

Municipal Comprehensive Review (MCR): The required planning process used to bring an official plan into conformity with the Province’s Growth Plan for the Greater Golden Horseshoe.

Park and Ride: Parking facilities that are typically included at public transit stations, bus stops and highway on-ramps to facilitate transit, rideshare or carpool use. Park and ride facilities are common in urban fringe locations and incentivize users to park their vehicles and ride transit.

Paved Shoulders: The outer portion of the roadway adjacent to the travelled way used to accommodate stopped motor vehicles, emergency uses, pedestrians and cyclists. Higher-speed and higher-volume roads may include a **buffered paved shoulders** to provide greater separation between cars and people riding bikes.

Place-making: An approach to the planning, design and management of public space that aims to create memorable, quality public spaces that improve vitality.

Public Information Centre: An information meeting held for members of the public to inform them about a study or project. The County of Simcoe TMP Update comprised of two public information centres hosted online.

Rideshare: A service or arrangement that enables people to travel in the same vehicle together. Carpool is a form of rideshare.

Right-of-Way: A segment of municipally owned land, also called a municipal road allowance, that includes roadways, sidewalks and lands bordering roadways.

Road Classification: A road management tool that establishes a hierarchy of roads based on each roadway's context and the degree to which the segment prioritizes serving mobility versus land access needs.

Road Rationalization: The process of applying a logical framework to determine which roads serve County mobility objectives to a sufficient degree to remain in or be added to the County road network.

Settlement Area: Urban and rural areas that comprise of the following four categories in the County of Simcoe: Category 1 – Settlement Areas, Category 2 – Settlement Areas, Category 3 – Settlement Areas, Category 4 – Rural Settlements.

Single-Tier Municipality: A municipality in Ontario that does not form part of an upper-tier municipality and assumes all its own municipal responsibilities. The City of Barrie and City of Orillia are single-tier municipalities that operate independently of the County of Simcoe.

Strategic Framework: The three components designed to guide the development of the TMP Update study – the transportation Vision Statement, Goals and Guiding Principles.

Traffic Calming: Physical measures or programs intended to reduce driver speed or through traffic and improve safety conditions for all road users.

Transit Amalgamation: The process of integrating local transit systems into a single organization that operates public transit across a region.

Transportation Demand Management (TDM): The use of strategies, policies and infrastructure to reduce the pressure placed on the road network by influencing travel behaviour by mode, time of day and frequency, leading to reduced congestion and reduced parking demand.

Transportation Master Plan (TMP): A long-term strategic document that guides the planning, development, renewal and management of a multi-modal transportation system.

Transportation Network: All routes and modes of transportation through the County and how they are connected.

Transportation Solutions: The infrastructure improvements and strategies recommended to respond to the identified transportation needs and opportunities in Simcoe County.

Transportation System: A system consisting of transportation networks, infrastructure, facilities, strategies, programs and policies for the movement of people and goods.

Upper-Tier Municipality: Part of a two-tier structure, an upper-tier municipality in Ontario is one formed by two or more lower-tier municipalities. The County of Simcoe is an upper-tier municipality responsible for 16 **lower-tier municipalities**. Municipal responsibilities differ between both levels of government.

Vision Zero: A road traffic safety philosophy and strategy adopted by many cities that is focused on eliminating traffic-related fatalities and serious injuries by recognizing how street design influences behaviour of all road users.

Vulnerable Road Users: Pedestrians, cyclists and motorcyclists that are more vulnerable than those in a car, truck or bus to injury or death in the event of a collision. Pedestrians, especially children, older adults and people with disabilities, are at the top of the hierarchy of vulnerable users because they are unprotected if in conflict with faster-moving road users.

Zero-Emission Vehicles (ZEVs): A vehicle, such as an electric vehicle (EV), that does not emit exhaust gas or other pollutants, and could be a key contributor to achieving Canada's transportation sector greenhouse gas emissions reduction target by 2030.