Master Mobility & Transportation Plan – Final Draft Report

Town of Collingwood

Type of Document:
Technical Report

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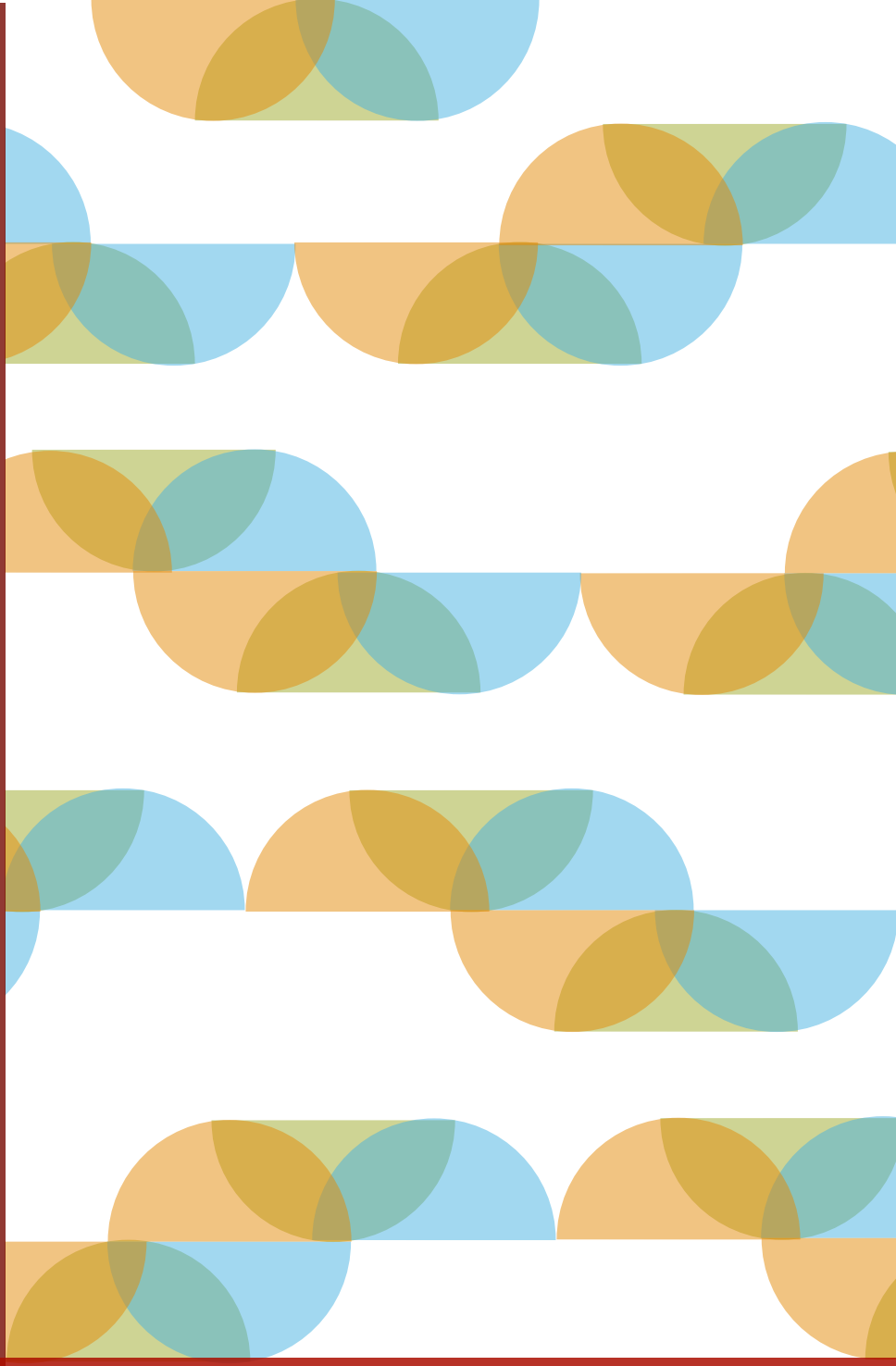
Acronyms

AAA	All Ages and Abilities
AT	Active Transportation
MCEA	Municipal Class Environmental Assessment
MMTP	Master Mobility & Transportation Plan
MTO	Ministry of Transportation Ontario
TAC	Transportation Association Canada
OTM	Ontario Traffic Manual
OP	Official Plan
TTS	Transportation Tomorrow Survey
LOS	Level of Service
MMLOS	Multi-Modal Level of Service
m	Metres
km	Kilometres
GTA	Greater Toronto Area
GHG	Greenhouse Gas
EA	Environmental Assessment
BIA	Business Improvement Area
CBSP	Community Based Strategic Plan
PIC	Public Information Centre
EV	Electric Vehicle
TMC	Turning Movement Counts
AODA	Accessibility for Ontarians with Disabilities Act
MUP	Multi-Use Pathway
AADT	Annual Average Daily Traffic
TIS	Transportation Impact Study
HTA	Highway Traffic Act



01

Introduction

1.1 Project Overview

The Town of Collingwood's Master Mobility & Transportation Plan (MMTP) establishes a foundation for creating a reliable, connected transportation network. It is a forward-looking, long-term transportation plan that has been developed to inform municipal transportation, tourism, land-use planning, economic initiatives and policy directions up to 2051 in the Town of Collingwood.

This document identifies existing transportation challenges, and recommends policies, strategies, and projects to address deficiencies and enhance transportation infrastructure. Recommendations from the MMTP are evidence-based and community-backed. They are established with the following elements in mind: sustainability, health, accessibility, and flexibility. The MMTP includes policies, projects, and recommendations that address Collingwood's growth and future aspirations.

Why Has This Plan Been Developed?

Transportation in Collingwood is evolving. While travel patterns change, the population is growing, and the Town of Collingwood will face new challenges in developing their transportation network. New challenges that Collingwood will face include attending to an aging population, traffic growth, traffic safety, equity and accessibility. As such, the MMTP has been developed to help the town manage these challenges from a transportation perspective and to support broader objectives.

Collingwood has always been a hub for four season tourism, with visitors arriving all year round. To accommodate tourism from all seasons, the needs of drivers have traditionally been at the forefront of transport planning within the Town. However, as the Town transitions to a place for permanent residents residing among tourists and commuters, there is a need to create a more balanced transportation system that suits a wide range of transportation modes, needs and abilities to accommodate future growth. Emphasizing modes such as walking, cycling and transit in future planning initiatives can help foster the balanced transportation system that Collingwood needs to meet its broader objectives. Walking, cycling and transit produce many environmental benefits that have positive influences on public health, social equity, and tourism. These modes not only make travel more accessible to a wider range of people but also create opportunities to choose sustainable travel.

As travel patterns change, a multi-modal approach is desired. The MMTP understands that it is advantageous to strengthen local connections and expand network coverage to provide improved, efficient service both locally and regionally for residents, tourists, businesses and others that rely on the network. Hence, this plan provides recommendations to prioritize initiatives and policy directions that will help the Town achieve transportation goals over time.

How Was the MMTP Prepared?

The MMTP has been prepared following the project's Work Plan and Consultation Plan. Each of these plans outline key activities, studies and meetings that were undertaken to advance and complete the MMTP. The entirety of the MMTP was completed in three major stages, between Winter 2024 through Fall 2025 as seen in Figure 1.

Stage 1 consisted of the project's initiation, visioning and existing conditions analyses. Project objectives and network deficiencies and future opportunities were defined in **Stage 1**. In **Stage 2**, alternatives and solutions were analysed to address opportunities and network deficiencies, and recommendations were subsequently drafted. Supplementary policy documents to the MMTP were developed and reviewed in **Stage 2**. In **Stage 3**, draft recommendations developed in **Stage 2** were finalized. An implementation plan with monitoring strategies was also produced in **Stage 3**. Findings from all three phases have been consolidated in this document, creating the final Master Mobility Transportation Plan.

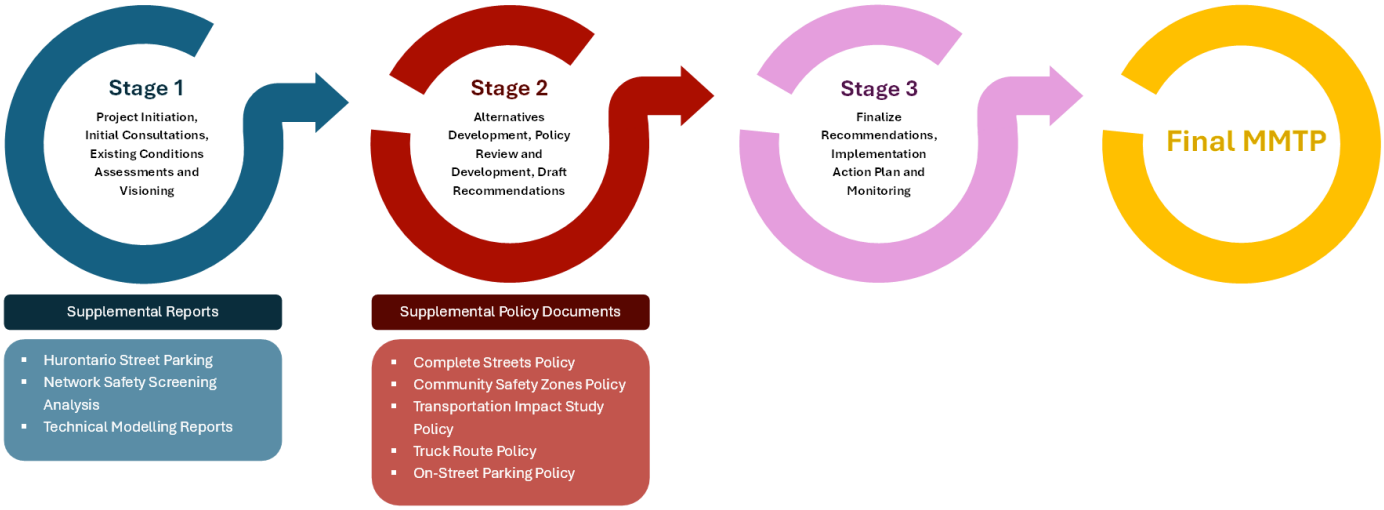


Figure 1: MMTP Staging

Policy documents and additional reports that supplement the MMTP were completed in Stage 1 – 2. Summaries of these policy documents and details of the developed reports are included in the MMTP. In their entirety, the policy documents and reports can be found at the end of the MMTP as attached appendices.

A collaborative approach was taken to complete the MMTP through all phases. The development of this document has been overseen by staff at the Town of Collingwood and has been supported by input from the General Public, Technical and Stakeholder Advisory Committees, and transportation advocacy groups operating within Collingwood. Further, the MMTP was prepared following the 2023 Municipal Class Environmental Assessment (EA) Process. This process is further explained in Section 1.4..

Symbology

The MMTP is concerned with all aspects of Collingwood's transportation network. Existing conditions, policies, programs and future recommendations for all aspects of the network will be grouped into mode-specific categories and network policies. Each group will use the following symbols to signify where existing conditions and recommendations will be provided for ***Streets, Active Transportation, Transit*** & ***Policy Development*** in the MMTP.

Streets

Active Transportation

Transit

Policy Development

1.2 Application of the Master Mobility & Transportation Plan

The MMTP is expected to be used as a reference and guide by various groups who are responsible for implementing transportation improvements in Collingwood.

When to Use This Document?

This document should be consulted during development decisions and projects that may impact communities at the neighbourhood-level when discussions arise.

As a guide, the MMTP promotes sustainable transportation and is founded on a guiding vision, mobility pillars and strategic goals. These guiding elements have been translated into policies to inform detailed plans, strategies, network changes and investment recommendations. Transportation programming will be guided by established policies in the MMTP and will be used to steer future transportation decisions and prepare the Town for any opportunities that may arise in the future.

1.3 Road Map

Key sections that will be covered in the MMPT include the following as listed:

- Trends
- Existing Conditions
- Needs & Opportunities
- Network Analysis & Recommendations
- Policy Development
- Implementation

These sections will identify trends, opportunities and existing conditions and provide mode-specific recommendations for implementation and monitoring of infrastructure programs and policies.

Other sections that are not mentioned include:

- Vision, Mobility Pillars & Strategic Goals
- Policy & Planning Context
- Community & Stakeholder Engagement
- Monitoring & Funding

1.4 Municipal Class Environmental Assessment Process

Building new or changing existing transportation infrastructure in Ontario requires the approval of the provincial government. The Ontario Environmental Assessment Act outlines the approval process for transportation infrastructure that includes five phases. Given the high volume of transportation projects within individual municipalities that have common justifications, the province created the Municipal Class Environment Assessment (MCEA) process for undertaking municipal infrastructure projects with predictable environmental impacts. All municipal transportation projects are typically completed under the requirements of this act based on the intensity of a project's prospective environmental impacts.

This Master Plan addresses Phases 1 and 2 of the MCEA process for all transportation projects in Collingwood that emerge from the MMTP. Specifically, this will ensure that future projects outlined in the MMTP meet the minimum requirements for additional engagement and study. For the MMTP, this included looking at existing active transportation, road and transit conditions and developing recommendations for future projects.

Key components of the entire, five-phased MCEA process include:

- Consultation with potentially affected parties throughout the MCEA process;
- Consideration and evaluation of a range of alternative solutions;
- Evaluation of social, economic and natural environments;
- Providing clear and transparent documentation; and
- Defensible decision-making.

The MCEA phased planning process is illustrated in Figure 2, where the components of Phases 1 and 2 are listed in further detail. The requirements for projects identified in the Collingwood MMTP will be grouped or "classed" based on the predicted magnitude of environmental impacts, project type and complexity according to the MCEA process. Project types are divided in three categories that are identified in the Municipal Class EA as:

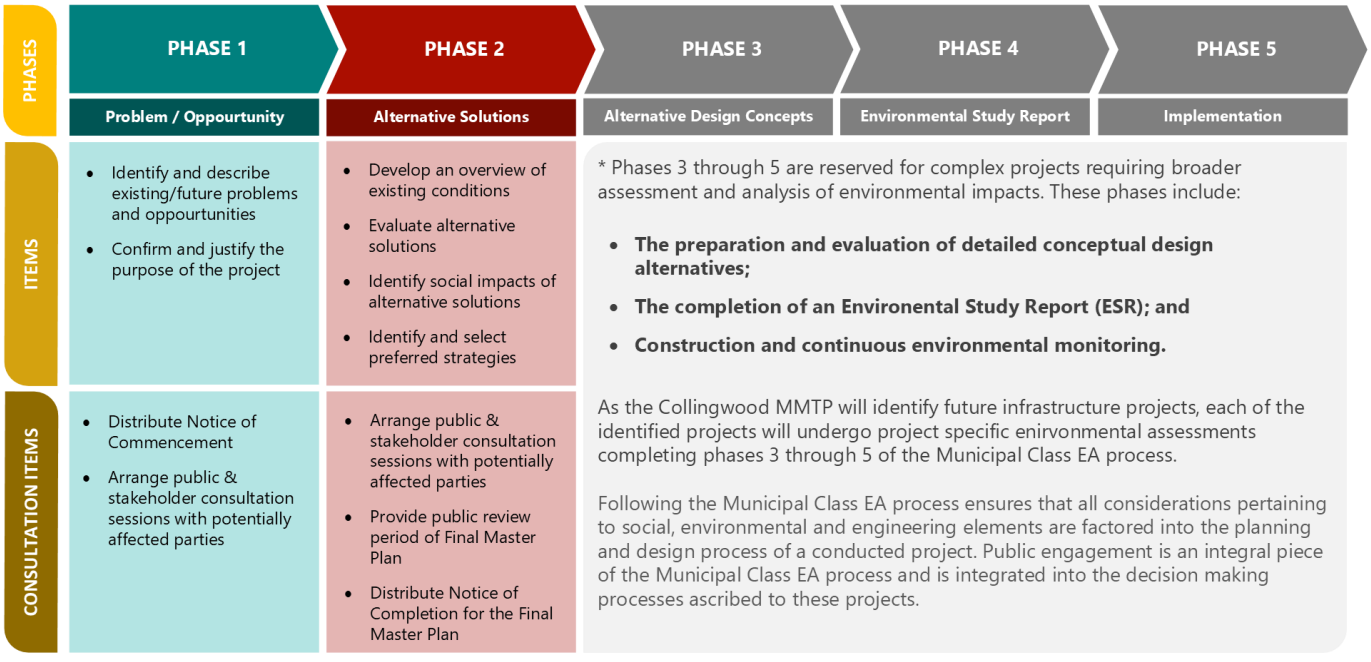


Figure 2: MCEA phasing process

Schedule A, projects that are minimal in scale and are the least complex. These consist of normal operational, emergency and maintenance activities that include road rehabilitation projects. Projects following **Schedule A** requirements do not necessarily require the application of planning processes outlined in the MCEA. Note that with the March 2023 Update Schedule A+/A projects are now exempt and are removed from the process. Master Plan requirements remain the same.

Schedule B, projects that involve minor expansions to existing facilities with increased project complexity. For these projects, project approval requires adherence to Phase 1 and 2 of the MCEA. Environmental screenings involving public consultation with indigenous communities and stakeholders must be conducted to ensure that all potential concerns are addressed. Road projects following **Schedule B** include for example the construction of new road and transit projects adjacent to residential areas or environmentally sensitive communities.

Schedule C, projects that are identified to have significant potential environmental impacts. Such projects consist of the construction of new infrastructure facilities or major expansions of existing facilities. Specifically, **Schedule C** projects can involve the completion of updating or constructing sewage facilities, stormwater ponds etc. These projects must follow all five planning phases detailed in the MCEA. Projects under **Schedule C** are subject to the preparation of an Environmental Study Report.

The first step of developing the MMTP was *Visioning*. *Visioning* is the process of developing project foundations to articulate project priorities, goals and objectives. In this process, a vision and associated goals are developed to align project input, wants and needs from engagement with established project priorities to create actionable, forward-thinking recommendations and produce desired outcomes.

02

Vision, Mobility Pillars & Strategic Goals

2.1 Visioning Process

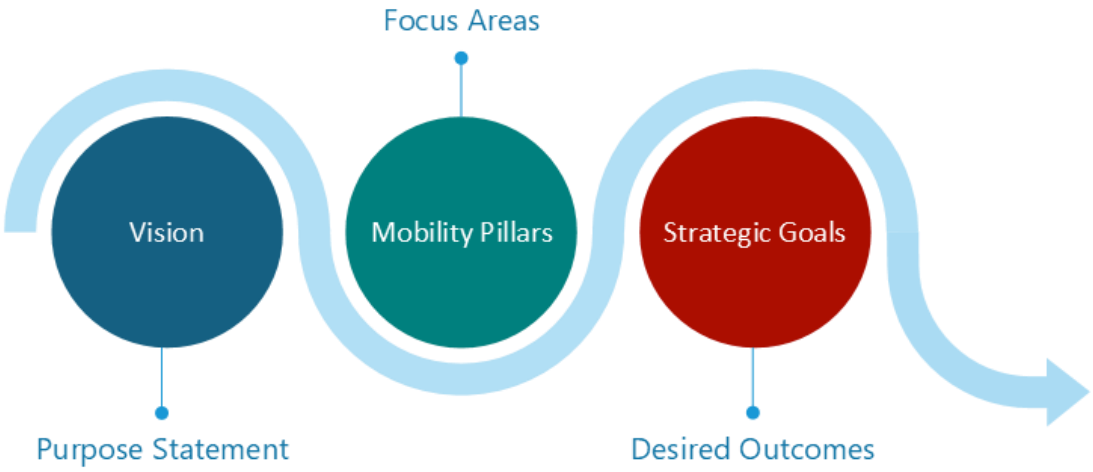


Figure 3: Visioning Process

In the Visioning Process for the 2026 MMTP, the vision for this plan was defined along with pillars and goals to direct the development of projects, policies and recommendations for future mobility. The **Vision**[1] of the MMTP reflects the Town's aspirations for building a well-connected, people-centred transportation network. The **Pillars** of the MMTP are designated as **Mobility Pillars**. These are the core, foundational elements of the MMTP, and have been used to inform the vision and guide the development of projects, policies and recommendations in this plan. The **Strategic Goals** of the MMTP are based on the vision and mobility pillars. In the established **Strategic Goals**, information from the vision and mobility pillars are used to represent high-level, progressive, long-term commitments to produce desired outcomes that reflect community wants and needs.

The horizon year for this plan has been set to 2051. This implies that the goals stated in the MMTP are expected to be achieved by that year. As Collingwood progresses towards 2051, opportunities will be made to review, update and revise goals established in the MMTP. These updates and revisions will be made every 5 to 10 years to ensure that Collingwood is up-to-date with best practices, meet the requirements of the EA Act, and is equipped to manage new transportation and mobility challenges.

[1] A draft version of **The MMTP Vision** was presented to stakeholders and the public during each round of consultation. Adjustments have been made based on obtained input.

2.2 Vision

Collingwood is a compact community geographically, situated on the south shoreline of Georgian Bay. Collingwood's Strategic Vision is to prioritize multi-modal transportation and offer ***sustainable, healthy, accessible*** *and* ***flexible*** *transportation opportunities.*
Collingwood aspires to preserve and maintain its rich heritage by safe keeping, prioritizing people and enhancing its strong sense of community and cohesiveness. Through adopting best current practices in-line with Vision Zero, and by deploying sustainable and equitable road engineering initiatives, Collingwood demonstrates its commitment to the health, safety and economic prosperity of its citizens and community.

2.3 Mobility Pillars

As seen in the **MMTP Vision**, the four **Mobility Pillars; Sustainability**, **Health**, **Accessibility** and **Flexibility** are represented. These four mobility pillars are the MMTP's focus areas and represent the opportunity to develop projects, policies and recommendations that reflect community values and prioritize community transportation needs for all modes in Collingwood. Each of the MMTP's **Mobility Pillars** are defined as follows:

SUSTAINABILITY

SUSTAINABILITY is the exercise of responsibility responding to present needs without compromising the ability to meet future needs. A **SUSTAINBLE** transportation system integrates social, environmental, and economic goals for the purpose of conserving the vitality of a transportation network. For the Town of Collingwood, **SUSTAINABILITY** relates to supporting the development of transport infrastructure and land use patterns that respond to public concerns, economic and environmental changes.

By prioritizing **SUSTAINABILITY**, the MMTP takes a people-centric approach to transportation planning. Residents and tourists will be encouraged to choose active transportation, shared modes and public transit, and the Town will actively introduce new mobility options and technologies to reduce carbon and other greenhouse gas emissions.

Current projects listed in the County of Simcoe Transportation Master Plan Update (2023), 2024 Official Plan, Active Transportation Plan (2013-2018) and 2019 Cycling Plan, Economic Development Action Plan (2020-2025) will be the foundation for the MMTP to provide sustainable network improvements in the years to come.

HEALTH

Public health is about developing initiatives to improve and protect the health of people and their communities. With that in mind, a **HEALTHY** transportation system emphasizes the importance of convenient and safe travel, and physical activity in urban and rural contexts. To preserve the **HEALTH** of a transportation system, it is important to ensure that streets, roads and all transportation facilities remain inclusive, comfortable and safe for active living and vehicular travel.

The Town of Collingwood commits to Vison Zero traffic safety policies to minimize the risk of all vehicle and non-vehicle collisions and related injuries. Regardless of mode: active, transit or vehicular, the transportation system should invite and encourage safe use of multi-modal options to connect neighborhoods and nodes for recreation and utilitarian trips alike. As transportation is about moving people and goods, establishing a clear hierarchy of modes to provide safe solutions to facilitate and improve travel conditions will motivate residents and tourists to use existing facilities. By prioritizing public health, the goal is to incorporate measures to keep the Town safe, vibrant and livable.

ACCESSIBILITY

ACCESSIBILITY is characterized as being easily reached and understood. An **ACCESSIBLE** transportation system designed to tackle the diverse needs of road users, to ease transportation challenges and make transportation available for all ages and abilities. As a diverse community, service should be tailored to meet the daily demands of various network users. In doing so, the existence of service or infrastructure gaps will be minimized, and efforts will be made to upgrade existing infrastructure to meet universally **ACCESSIBLE** provincial infrastructure standards to facilitate convenient travel from point

The multi-modal transportation network that Collingwood supports will be configured to reduce transportation barriers and give Collingwood's residents and visitors an equitable chance to fully participate socially and economically regardless of mode choice.

FLEXIBILITY

FLEXIBILITY relates to providing options to maintain connections. A **FLEXIBLE** transportation system is a connected transportation system. It links communities to services and goods and ensures barrier-free travel. For a Town with many opportunities for transportation, the ability to stay connected within the network is important. Residents and visitors rely on **FLEXIBILITY** to move between nodes, corridors and central areas.

The Town of Collingwood and regional partners are responsible for developing connected infrastructure to integrate active modes as well as public transit to the main transportation network. Infrastructure will be built, and public transit will be optimized to respond and accommodate demand changes. As such, the Town of Collingwood will continue to develop an integrated multi-modal network that connects sidewalks, cycling facilities and multi-use pathways to communities, to streets and employment. Growth policies that preserve and foster local and regional collaboration, connections and curb urban sprawl will be promoted to offer and support opportunities for equitable access to daily necessities for people of all ages and abilities.

2.4 Strategic Goals

The **Strategic Goals** developed for the MMTP are aligned with objectives outlined in The Town of Collingwood's 2024 OP, The Community-Based Strategic Plan (2024-2028) and other municipal and regional plans. The goals are developed to guide future transportation plans in Collingwood, respond to all aspects of the transportation system and produce a desired multi-modal transportation network. All goals account for all **Mobility Pillars** and break down the vision into seven actions.

The **Strategic Goals** articulate that the Town of Collingwood will:

1 Continue to develop an integrated multi-modal transportation network that alleviates congestion, improves traffic flow and efficiently facilitates the movement of goods, vehicles and people

Aligned with: Flexibility

2 Invest in innovative transportation technologies and build policies that reduce negative environmental impacts, manage goods movement and foster future economic growth.

Aligned with: Sustainability

3 Maintain a mode-inclusive transportation network that emphasizes physical activity, is health conscious and attentive to the existing community's character, resident and visitor needs

Aligned with: Health & Accessibility

4 Protect the community's transportation interests by promoting urban growth policies that preserve local and regional connections to employment, existing and planned residential neighbourhoods, education, natural resources, tourism and recreation

Aligned with: Sustainability & Flexibility

5 Create a transportation network that reduces transportation barriers, remains affordable and commits to a vison-zero approach to enhance safety and comfort for all multi-modal users

Aligned with: Accessibility & Health

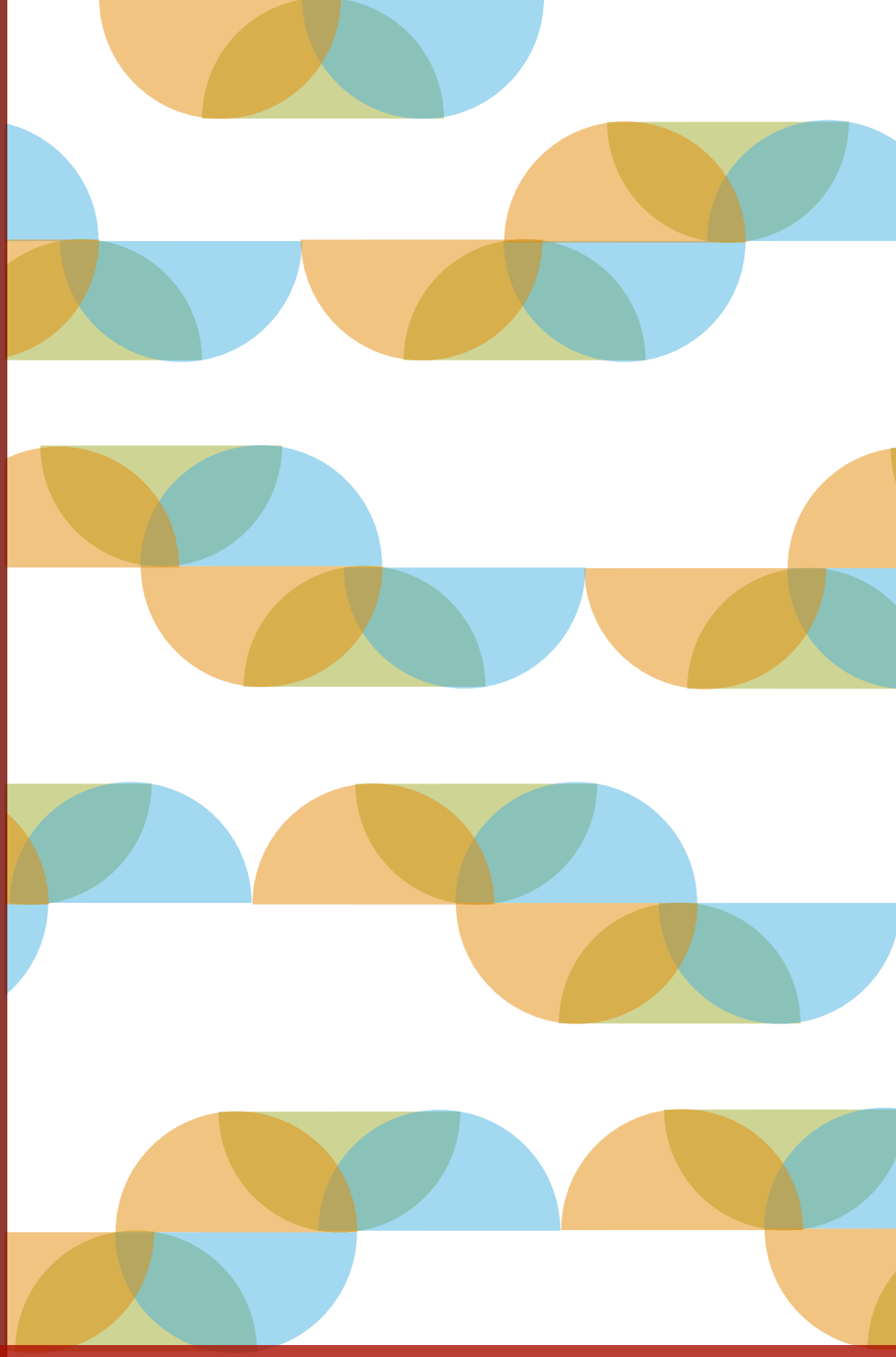
6 Enhance public transit by ensuring that service is frequent, accessible, demand responsive and effective. Seek opportunities to enhance service through partnering with local municipalities and the region to extend coverage and provide efficient connections between service providers

Aligned with: Flexibility

7 Mitigate congestion related issues and reduce green house gas emissions to maintain a resilient, high-quality, responsible transportation network

Aligned with: Sustainability & Health

Several documents including provincial, regional and municipal plans have been used to provide direction on essential land use, environmental, social and economic policy practices to frame the development of this MMTP. These documents have been reviewed to ensure that the MMTP is centered around goals that align with existing principles and values pertaining to sustainable, accessible multi-modal transportation.



03

Policy & Planning Context

3.1 Provincial

Studies conducted by the Province of Ontario in consultation with the Ministry of Transportation, over the past decade influencing land use and transportation activities within the Town of Collingwood have carefully been reviewed to understand the existing transportation context and landscape that connects Collingwood to the region.

3.1.1 Highway 26 Transportation Study (2015)

The Highway 26 Transportation Study (2015) conducted by the Ministry of Transportation Ontario explores the current and future conditions of Ontario Highway 26 spanning from the Township of Clearview in the east to the Town of Meaford in Grey County in the west. As the road is a critical and important mobility corridor for communities in the Georgian Triangle, Greater Toronto Area (GTA) and other parts of Ontario, the study analyses existing and future transportation conditions, problems and opportunities to identify solutions for developing appropriate recommendations to meet future needs. A conceptual corridor plan was completed and MTO requested that the plans be embedded in the official plans of relevant municipalities. Conceptual corridors such as East of Stayner, between Hume Street and Pretty River Parkway, and between Thornbury Bypass and the proposed Collingwood Bypass have been identified as possible improvement areas.

3.2 Regional

The Town of Collingwood exists as a lower tier municipality in Simcoe County and therefore follows transportation policies and directions as it pertains to roads owned by the County. Documents reviewed not only include master plans from Simcoe County, but from adjacent municipalities and counties.

3.2.1 Simcoe County Transportation Master Plan (2014) Update (2023)

The Simcoe County Transportation Master Plan (2014) and its update (2023) are strategic plans that seek to improve county-wide multi-modal transportation opportunities. It includes an array of policies that detail concerns on the safety, road standards, parking and active transportation connections and linkages.

A comprehensive list of guiding principles includes:

- Providing efficient and safe connections between county communities;
- Supporting the local economy by way of efficient transportation of goods and commerce;
- Enhancing current transit services between county communities;
- Enhancing County-wide active transportation facilities, to support walking, cycling and other activities; and
- Investing in infrastructure and operations.

3.2.2 Grey County Transportation Master Plan (2014)

The Grey County Transportation Master Plan (2014) is a strategic plan developed with the intent of managing policy and infrastructure initiatives directly related to transportation activities in the region. The Transportation Master Plan notably emphasises priorities pertaining to encouraging and accommodating active transportation, while also determining methods to enhance current regional transportation conditions. Recommendation related to the Town of Collingwood and Simcoe County include:

- Exploration of inter-regional transit opportunities with Simcoe County, Dufferin County and Metrolinx

3.2.3 The Town of Blue Mountains Transportation Master Plan (2023)

The Town of Blue Mountains Transportation Master Plan shares objectives and aligns with the vision established for Collingwood. Being one of the nearest towns to Collingwood, The Town of Blue Mountains created this plan to not only address current and future transportation challenges, but also maintain and protect their natural and cultural landscape through transportation planning. In short, the plan addresses opportunities to improve and enhance their current

transportation network by creating policies to guide growth and land-use decisions, while also prioritizing active transportation.

3.3 Municipal

3.3.1 Town of Collingwood Official Plan (2024)

The Collingwood 2024 Official Plan is a town-wide tool used to implement long-term land use policy. It exists to guide decisions about the Town of Collingwood's future growth as a unique, diverse community with a rich cultural background embedded in a healthy natural environment. The plan concerns those who live, work, visit and invest in the Town of Collingwood and is written to build upon the community's vision and support community priorities and goals to guide decision-making and manage future growth until 2051.

Goals related to transportation include:

- To continue to develop a safe, multi-modal, and integrated transportation system, including Active Transportation facilities, that permits the safe and efficient movement of people and goods within the Town, in support of the concept of vision zero to eliminate traffic road fatalities and injuries while increasing safe, healthy, and equitable mobility for all people and to reduce emissions;
- To create a safe, multi-modal and integrated transportation system, including Active Transportation facilities, in co-operation with the Town's neighbouring municipalities;
- To enhance the County's regional public transit system and the Town's existing transit system by ensuring that transit routes are connected to community facilities, major development areas (Strategic Growth Areas), and public uses and that transit is frequent and reliable enough to serve the needs of Collingwood's diverse population;
- To enhance the active transportation network, designing communities around pedestrian activity with a substantial number of destinations, including parks, cultural and community facilities, shopping, and restaurant opportunities within walking distance to promote walking and cycling to encourage daily physical activity;
- To be well-connected through a comprehensive transit system enabling the Town to provide all communities with equal access to recreation and leisure amenities, including for sports, arts and cultural activities;
- Collaborate with regional partners, including the Simcoe Muskoka District Health Unit and the County of Simcoe in preparing plans and programs that support all aspects of human health and wellbeing within their jurisdiction, including active transportation;
- To support the County and local transit services and encourages their expansion in Collingwood;
- To create and enhance a connected, integrated network of Active Transportation facilities that serve Collingwood's diverse population and connect community destination, health care facilities, schools, parks, commercial areas, and transit stops to foster a seamless, multi-modal community where daily travel does not rely primarily on the use of a private automobile;
- The Town shall plan for an active transportation system which is highly integrated and connected within the community, the adjacent communities, and to transportation systems that serve the broader region. This Plan requires that all development will contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents;
- To create active transportation linkages throughout the Town to foster pedestrian and cycling activity;
- To safely facilitate the movement of through-traffic to recreational and resort areas beyond the boundaries of the Town thus reducing the need for improvements to local roads and potential traffic congestion;
- To ensure that all construction shall adhere to the regulations of the Accessibility for Ontarians with Disabilities Act, applicable County of Simcoe By-laws, and any other relevant legislation;
- To foster an integrated transportation system in co-operation with the Town's neighbouring municipalities; and
- To encourage the provision of public transient docking facilities in proximity to Downtown Collingwood.

3.3.2 Community Based Strategic Plan: Town of Collingwood (2024-2028)

The Community Based Strategic Plan (CBSP) tackles an array of important goals and objectives pertaining to Collingwood's vitality and growth covering 2024 to 2028. The document is written to provide guidance and direction for the evolution of the community's needs and priorities, over a four-year period. It focuses on the big transformations seen in the community and provides a framework to guide Council as it makes decisions about how best to allocate public resources. The CBSP also guides the work of the Town, informing the annual budget process, staff operational plans and work plans, and large-scale future planning for the community in the form of master plans and other strategies.

In terms of land use planning and transportation, goals and policy directions include:

- Enhancing community well-being and sustainability;
- Prioritize the active transportation components of the Master Mobility & Transportation Plan and encourage a network of walkable, bikeable, and accessible communities.
- Supporting and managing Collingwood's growth and future prosperity; and
- Providing public connections to Collingwood's natural environment.

3.3.3 Town of Collingwood Economic Development Action Plan (2020)

The Town of Collingwood's Economic Development Action Plan (2020-2025) is an update to the 2015-2019 Economic Development Action Plan. This plan is central to helping small communities like Collingwood grow stronger and sustainably to accommodate new growth, increased employment and tourism. It is focused on three central points to drive future economic success and attract growth, which include:

- Making Collingwood a hub for sustainability innovation;
- Promoting Collingwood as a great place to live and work; and
- Ensuring that Collingwood is investment ready.

3.3.4 Town of Collingwood Downtown Master Plan (2025)

The Downtown Master Plan (2025) envisions the long-term evolution of the Town of Collingwood's downtown. This plan is currently used as a guide by Town-staff, BIA, stakeholders and interest groups to lead development decisions within downtown. In this plan, strategic directions and actions have been set to address opportunities and existing challenges within the downtown core to prompt thoughtful future development/re-development projects. In terms of transportation, the plan identifies action items that:

- Support the transition from a 'car-centric' destination to a 'people first' downtown;
- Emphasise active transportation opportunities within the Waterfront area;
- Prioritize pedestrian priority on Hurontario Street between Third Street and Second Street; and
- Increase transit service between Downtown and Strategic Regional Destinations including Wasaga Beach and Blue Mountain.

3.3.5 Town of Collingwood Tourism Master Plan (2024)

The Tourism Master Plan (2024) was developed to guide tourism management, development and marketing within Collingwood. It contains strategies and actions that are catered to Collingwood's tourist-base.

3.3.1 Town of Collingwood Affordable Housing Master Plan (2023)

The work completed in the Town of Collingwood's Affordable Housing Master Plan (2023) establishes an actionable plan that addresses deficiencies and needs to inform the Town's affordable housing strategies. From a transportation perspective, the document is concerned with reducing or eliminating minimum parking requirements for mid and high-rise

developments. It is suggested that parking would thereafter be provided at an "at-needs" basis, coherently with market expectations to remove additional development costs pertaining to parking.

3.3.2 Town of Collingwood Urban Design Manual (2010)

The Urban Design Manual (UDM) (2010) is developed to encourage the design of a complete, effective and sustainable built environment consistent with Collingwood's character and vision for the future. The UDM provides guidance on design matters to ensure that development projects are of high quality, pedestrian-oriented, interconnected, sensitive to the natural and built environment, and provide adequate public facilities and infrastructure. The document is used as a framework to outline design concepts and principles to guiding new development in Collingwood based on community needs.

The provisions and examples in the UDM are used as the foundation for all development projects in Collingwood and will be used to assess all development proposals. The framework for managing the design of new development is listed in sections detailing specific design requirements to direct the following sites and land-use contexts:

- Site character & context;
- Blocks;
- Streets;
- Subdivisions;
- Lots;
- Site Layout;
- Building;
- Active Transportation;
- Car-oriented Commercial; and
- Landscape & Public Spaces.

Select sections appropriately detail standards pertaining to efficiently planning transportation connections, streets, streetscapes and spaces within the Town.

3.3.3 Transportation Study Update (2019)

In 2019, R.J. Burnside conducted a transportation study update to re-evaluate, assess and estimate the medium-term (2031) and long-term (2041) impacts of proposed developments along the Town of Collingwood's main intersections. The study is focused on vehicular transportation. Results from this study not only inform traffic conditions during the horizon years, but also infer recommendations for infrastructure improvements that may be required to alleviate capacity and connectivity issues at analysed intersections.

The study recommends the Town to review and update this study to advance highway planning around Collingwood in order to capture the impact of future developments and population/employment changes within the horizon years.

3.3.1 Town of Collingwood Cycling Plan (2019)

The Town's 2019 Cycling Plan is a long-term vision, strategy and implementation plan to strengthen and support Collingwood's active transportation network. This plan was developed with the intent to encourage cycling for residents, visitors and commuters. The plan recognizes the need to invest in the current network to offer improved connectivity and provide facilities and infrastructure to create a safer, well-connected and convenient future cycling environment.

3.3.2 Collingwood Active Transportation Plan (2013-2018)

In 2013, the Town of Collingwood developed their Active Transportation Plan to define projects and policies to implement safer, easier and more accessible Active Transportation measures to positively influence the use of existing active transportation facilities. With this plan the Town seeks to ensure that their communities are designed to be inclusive by applying appropriate, active transportation infrastructure.

3.3.3 Town of Collingwood Active Transportation Framework (2017)

The Town of Collingwood Active Transportation Framework (2017) is based on the Collingwood Active Transportation Plan (2013-2018). It provides a narrower, more updated insight into the initiatives conducted to improve active transportation facilities in the Town of Collingwood.

3.3.4 Collingwood to Blue Mountains Village Trail Study (2017)

The Collingwood to Blue Mountains Village Trail Study from 2017, was developed with the involvement of Simcoe County and The County of Grey. Both municipalities conducted this study to evaluate potential trail connections between Collingwood and Blue Mountains. This study identified key corridors with the potential to create enjoyable and efficient trail connections based on community needs and those of frequent cyclists.

3.3.5 Collingwood Transit Service Review (2021)

The Town's Transit Service Review from 2021 was conducted to comprehensively review existing transit services operating in Collingwood. To accommodate the Town's rapid growth post-pandemic, the analysis highlights the unique challenges Collingwood faces as it adapts to the travel needs of a growing community. Further, the review provides an overview and analysis of the existing network covering CollTrans and the Collingwood Blue Mountains Link. The five objectives guiding this study:

- Benchmark the performance of transit services against neighboring communities;
- Analyse the existing service and determine the serviceability of existing travel patterns within the Town;
- Explore service expansion areas and improve connectivity for residents and workers;
- Explore Specialized Transit opportunities;
- Identify key needs and opportunities for new service options; and
- Develop recommendations for implementing a five-year transit plan.

Established recommendations from the analysis discuss implementing On-Demand service strategies to improve service flexibility, coverage and frequency through out the Town. The report also explores how fare and service integration strategies with nearby municipalities can prospectively improve inter-municipal connections between different service providers.

3.3.6 Traffic Calming Policy

Traffic calming is the application of physical measures to reduce the negative impacts of vehicle use to improve safety conditions for non-motorized street users and change driver behavior. The main goals of applying traffic calming measures is to[2]:

- increase the quality of life;
- develop safe and inviting streets;
- promote active transportation and transit use; and
- integrate the preferences and needs of users in specified communities, along streets and at intersections.

Collingwood's Traffic Calming policies create a formal process to investigate and implement traffic calming procedures in the town. Their objective is to ensure that neighborhoods and residents are able to apply treatments that enhance roadway conditions for all users.

[2] https://www.ite.org/technical-resources/traffic-calming/

3.3.7 Stop Sign Policy

The Town of Collingwood developed their Stop Sign Policy with the intent to clearly assign right-of-way at unsignalized intersections. This policy establishes a consistent, standardized approach to evaluate the installation process, and ensure public safety for both vehicular and active transportation users within the Town. As stop signs are road safety devices designed to reduce collisions at unsignalized intersections, assigning right-of-way by creating policy procedures details appropriate use of stop signs and their approval process before installation.

3.3.8 Speed Reduction Policy

The Speed Reduction Policies approved by the Town of Collingwood are articulated to process formal requests to review existing speed limits and consider speed limit reductions on Town roads.

Reviews completed as a part of this process include evaluating the presence of road characteristics. These road characteristics include checks on:

- Horizontal and vertical geometry
- Lane Width
- Roadside Hazards
- Pedestrian and cyclist exposure
- Pavement Surface
- Intersections
- Crosswalks
- Private Driveways / Access Points
- Parking
- Design Speeds

Further reviews to manage existing speed limits, the Town recognizes that any speed reduction treatments are dependent on the physical characteristics and functional design of road sections. By reviewing the functional hierarchy of Collingwood's road network, posted speed limits are set according to the functional design of each road, the service it provides and the 85th percentile driving speed observed during free flow conditions. The policy also considers speed reductions on roads that directly abut schools. If applied, speed reduction will be considered within 150 metres of the school.

3.3.9 School Crossing Guard Study (2018), (2024)

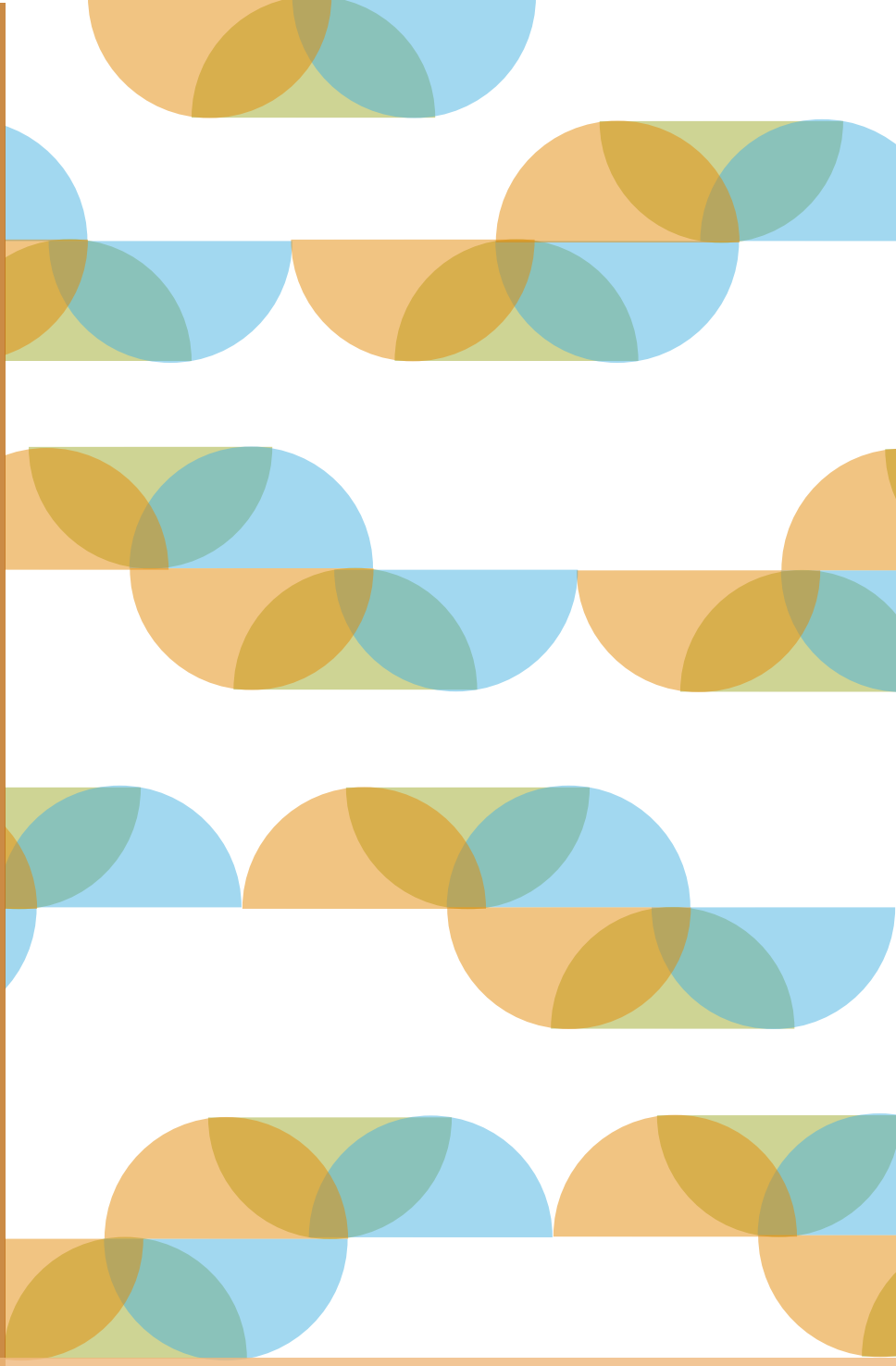
The School Crossing Guard Study (2018) reviewed school crossing guard warrants at ten locations with existing crossing guards, and at four locations without crossing guards. Likewise, the School Crossing Guard Study (2024) reviewed school crossing guard warrants at nine locations with existing crossing guards, and at six locations without crossing guards. Each of the school crossings guards were evaluated based on methodologies presented in the School Crossing Guard Guide (Ontario Traffic Council, May 2017) and based on industry standard. In 2024, the evaluation was completed based on methodologies in the updated School Crossing Guard Guide from Ontario Traffic Council in 2023.

3.3.10 Collingwood Pedestrian Crosswalk Policy

As a community, the Town of Collingwood is committed to improving safety for all road users including pedestrians at crosswalks and intersections where various transportation modes interact. In pursuit of this, the Town developed the Collingwood Pedestrian Crosswalk Policy to manage interactions between modes and show how prioritizing pedestrians benefits a transportation network currently dominated by vehicular travel. Furthermore, these were also created to increase pedestrian accessibility by providing safe and efficient crosswalks for all ages at appropriate intersection

The Town of Collingwood's MMTP has been developed in consultation with various stakeholder groups to help understand community needs and priorities with respect to transportation and meet the requirements of the Municipal Class Environmental Assessment (MCEA). This section provides a list of engaged stakeholders and community groups throughout the MMTP study process and summarizes engagement activities held to date.

Consultation was undertaken with the public, municipal representatives, and various technical and community stakeholders.



04

Community & Stakeholder Engagement

4.1 Stakeholder Identification and Outreach

The project team assembled a variety of stakeholders that would be impacted by and benefit from the development of the MMTP. A master project contact list was developed, where proponents were identified by recommendation from Town staff or self-identification. The identification of stakeholders included in the contact list was developed based on the project team's familiarity with the area, and other Municipal Class EA projects undertaken in Collingwood.

4.1.1 Stakeholder List

Town of Collingwood Staff
This group is comprised of municipal employees that make up the town staff. These individuals are crucial to the stakeholder engagement process as they possess institutional knowledge, manage current and prospective infrastructure plans, oversee growth and development, and are responsible for the ongoing operations, maintenance, and implementation of municipal policies and plans. Their inclusion ensures the MMTP aligns with the Town's strategic priorities, operational capacities, budget planning, capital programs and by-law development.

Ministry of Transportation Ontario (MTO) Staff
Members of the MTO were invited throughout the consultation process to provide input on potential road projects that would occur adjacent to provincial lands and designated MTO corridors. Their input has helped define the constraints of future network improvements and the changes that could potentially impact the province.

Simcoe County Staff
Staff from Simcoe County was engaged to provide input on regional transportation concerns. This included providing input on regional transit operations and infrastructure projects, as well as overseeing that recommended material aligns with regional recommendations.

Simcoe Muskoka Catholic District Schoolboard / Simcoe County District School Board / Conseil Scolaire Viamonde / Association Franco-Ontarienne Des Conseils Scolaires Catholiques
School boards are key stakeholders for Collingwood's Master Mobility & Transportation Plan. Their input is crucial for addressing concerns around school zones, promoting safe routes to school, and ensuring pedestrian and cycling infrastructure is available for students, further providing insights into student travel patterns and future needs.

Town of Collingwood, Downtown Collingwood Business Improvement Area (BIA) Board of Management / Collingwood Downtown Business Improvement Area (BIA)
Business Improvement Area groups are vital to development in downtown areas as these are often central hubs for economic activity, tourism, and various transportation modes. The function of a BIA is to oversee the maintenance of municipal land, aiming to join local businesses together. Their involvement ensures that the MMTP addresses critical topics to business success by tackling areas like customer access, parking, and goods movement, while enhancing the pedestrian-friendliness of the downtown to promote place-making.

Collingwood Climate Action Team
The Collingwood Climate Action Team focuses on climate change mitigation and adaptation in Collingwood. Their input is critical for ensuring the MMTP prioritizes strategies to reduce greenhouse gas emissions, promote sustainable mobility options, and build resilience to climate change impacts on the transportation system.

Collingwood Chamber of Commerce
The Chamber of Commerce represents the broader business community in Collingwood. Their engagement ensures that the MMTP's recommendations support economic prosperity by facilitating the efficient movement of goods, maintaining access for customers and employees, and considering the impact of transportation on a business' overall success.

Nature League
The Nature League is included as a stakeholder due to the MMTP's strong emphasis on environmental sustainability and climate change initiatives. This group helps ensure that transportation solutions protect the natural environment, reduce greenhouse gas emissions, and promote sustainable travel choices.

Town of Collingwood, Accessibility Advisory Committee
The Accessibility Advisory Committee is engaged to ensure the MMTP promotes equitable and accessible travel for all ages and abilities. The planning values for Transportation Master Plans emphasize accessibility and equity, requiring transportation systems to meet the mobility needs of all residents, including those with disabilities. Input from this committee ensures that infrastructure recommendations and policies remain inclusive, remove barriers, and contribute to a transportation plan that prioritizes safe and independent travel.

Town of Collingwood, Trails & Active Transportation Advisory Committee (TATAC)
The TATAC committee provides focused expertise on active transportation. Their involvement is critical for advancing active transportation infrastructure, including cycling facilities, multi-use trails, sidewalks, and crossings, which are a top priority for the MMTP. TATAC ensures that the cycling and pedestrian networks are safe, connected, and cater to all demographics, which is essential in creating an accessible means of alternative transportation.

Safe Streets Collingwood / Streets for People Collingwood
Safe Streets Collingwood is Collingwood's local advocacy group that advocates for road safety and community well-being. Their engagement provides input on traffic calming measures, speed limits, safety concerns for vulnerable road users, where their insight can help in eliminating traffic-related fatalities and injuries.

Simcoe County Student Transportation Consortium
This consortium manages student transportation. Similar to school boards, their involvement is essential for coordinating student transit such as busing. Their expertise helps ensure that the MMTP's recommendations consider the needs and logistics of student transport.

Collingwood Off Road Cycling (CORC) / Collingwood Cycling Club
The CORC and Collingwood Cycling Club advocate for cycling interests. They provide valuable input on the design and expansion of the cycling network and identify priority routes, safety concerns, and opportunities for cycling tourism, directly contributing to the MMTP's active transportation goals.

General Public
The general public was consulted to provide input on daily concerns regarding the existing transportation network.

4.2 Strategy

4.2.1 Early Input and Context Setting

Holding Internal and External Stakeholder Engagement Sessions prior to PIC #1 allowed the project team to gain foundational insights and address initial concerns from key technical and community groups from the start. This early input helped shape the study's scope, refine goals and objectives, and establish an understanding of existing travel conditions and community characteristics before presentation to the general public. This ensured that the initial public presentation at PIC #1 was well-grounded and reflected concerns previously identified by those directly impacted network deficiencies and concerns within Collingwood.

4.2.2 Engagement Activity Timing

To support attendance, engagement sessions have been timely scheduled to engage as many residents as possible. These meetings were arranged to cultivate a forum for discussion and comments on Town related concerns. As such, throughout

the MMTP study, the project team prioritized scheduling these meetings accordingly to accommodate diverse schedules. To complete an efficient engagement process for the MMTP, the following has been done to ensure maximum engagement:

- Establish an online engagement page with project information, details and the contact information of involved project managers.
- Distribute an initial online survey to garner initial town input on transportation concerns
- Schedule internal/external stakeholder meetings prior to public meetings to enable more informed and refined consultation processes.
- Invite members of advocacy and community groups to external stakeholder meetings to stimulate engagement prior to public meetings.
- Ensure that public meetings are hosted at accessible venues and scheduled at appropriate times to increase attendance, accommodate diverse schedules and avoid conflicting municipal meetings.
- Share digital recordings and presentation materials from public meetings online.

4.2.3 Testing and Refining Alternatives

After the first PIC meeting, the second round of Stakeholder Engagement Sessions (Internal & External), and a meeting with the Accessibility Advisory Committee followed. Each were crucial for testing and refining the developed alternatives and technical assessments before presentation to the general public. This period called for a detailed review of proposed alternatives and draft recommendations, where feedback from stakeholders was gathered while potential issues were addressed to ensure technical feasibility, and alignment with specialized needs such as accessibility.

4.3 Activities and Timeline

The following engagement activities have been undertaken so far as part of the Collingwood MMTP and have been visualized below in Figure 4.

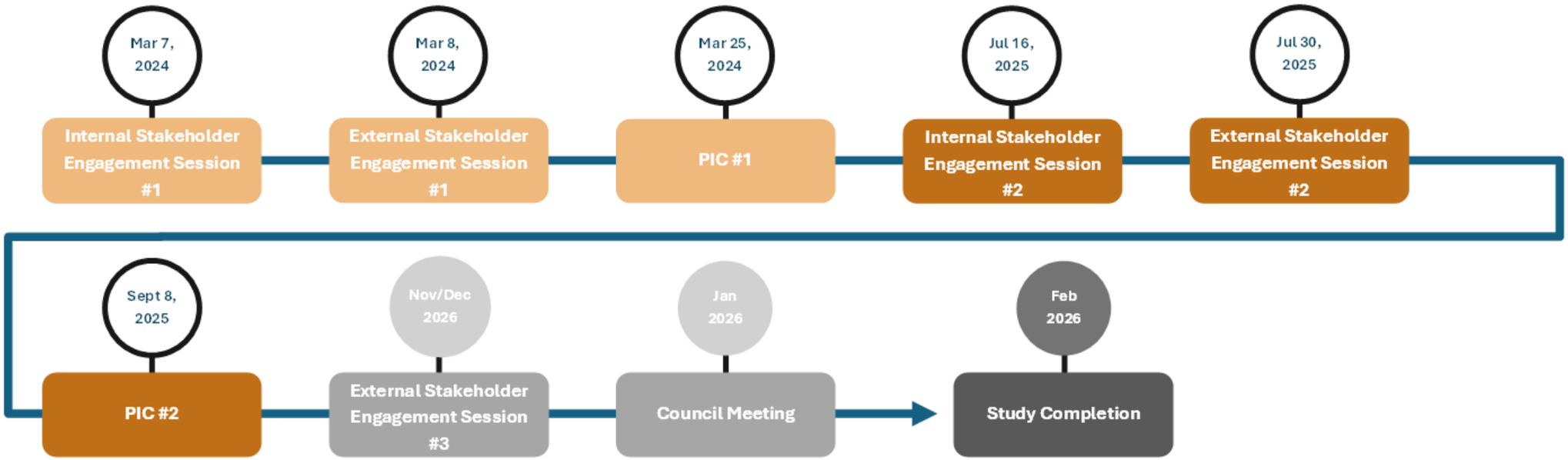


Figure 4: Community and Stakeholder Engagement Timeline

Internal Stakeholder Engagement Session #1 (March 7, 2024)	External Stakeholder Engagement Session #1 (March 5, 2024)	PIC #1 (March 25, 2024)	Internal Stakeholder Engagement Session #2 (July 16, 2025)	External Stakeholder Engagement Session #2 (July 30, 2025)	PIC #2 (September 8, 2025)
Internal municipal departments and staff were engaged ensure alignment with Town priorities and to leverage internal expertise on existing conditions and operational considerations.	Initial input from key external organizations and community groups was gathered to shape the MMTP's foundation and inform the preliminary understanding of transportation needs and issues.	PIC #1 presented the MMTP study process, goals and objectives, existing travel conditions, and initial community input to the broader public, seeking feedback on foundational elements.	This follow-up session engaged internal municipal teams to review developed alternatives and technical assessments, ensuring internal alignment.	This session shared developed alternatives and technical assessments with key external organizations and community groups. Feedback from these groups have been gathered to support final recommendations.	PIC #2 outlined the project's purpose and goals, presented findings, and gathered public and stakeholder feedback on proposed transportation infrastructure and policy recommendations.

4.4 Public Engagement Activities

Two (2) Public Information Centres (PIC) were held in person at Collingwood Public Library, 55 Ste. Marie Street for the MMTP. The PICs were held to inform and engage the public about the development of the MMTP, and foster discussion on developed recommendations for their community. Details on each PIC session are provided below.

4.4.1 Public Information Centre (PIC) #1

The first PIC was held on Monday March 25th, 2024 from 6:00pm-8:00pm. This session gave an overview of the MMTP, presenting it as a long-term plan to guide transportation decisions towards 2051. In the early stages of the MMTP, needs, opportunities and priorities were established through reviewing public survey results, existing network conditions and local, regional and federal policies.

4.4.2 Public Information Centre (PIC) #2

The second PIC was held on Monday September 8, 2025 from 4:00pm to 7:00pm. The material developed for this session was based on input from internal/external stakeholders and the general public gathered in previous engagement sessions. This created the foundation to present a presentation outlining the work completed-to-date during this session. This presentation covered the MMTP's vision, findings, public and stakeholder feedback, policy development and network recommendations. On concluding the presentation, feedback was welcomed to further develop the finalize the future MMTP report.

4.5 Summary of Feedback Received

A range of feedback was received from both PICs via comment sheets and emails. Feedback has been categorized and summarized for each round of engagement in the following two (2) tables.

4.5.1 Summary of Feedback from Engagement Rounds 1 & 2

A summary of the key feedback from Engagement Round 1 and 2 is provided on the next page. Feedback was categorized into four sections covering feedback for Streets, Active Transportation, Transit and Policy Development. Their feedback was influential in analyses related to:

- Determining sidewalk gaps and phasing proposed active transportation projects
- Evaluating various transit service delivery options using an evidence-based approach, determining **what works** and **what is efficient**
- Proposing recommendations related to speed, safety and congestion

What We Heard About...

Streets

Round 1	• provide more signalized intersections • improve capacity conditions at congested corridors
Round 2	• improve signal timing plans • cover sidewalks gaps • provide on-street parking facilities

Active Transportation

Round 1	• improved connectivity to schools and through residential areas • protected bike paths • consideration of pedestrian and cycling only streets (with emergency response and delivery access permitted) • improve major street crossings – especially high-volume locations • ensure that real consideration is given to those with disabilities including consideration of sidewalks.
Round 2	• more active transportation infrastructure • improve crosswalk safety • provide automatic walk signs at intersections • provide cycling lanes on roads adjacent to major roads. • pedestrianize major commercial areas • optimize signalization to meet pedestrian needs

Transit

Round 1	• provide transit options south of Collingwood • increase transit frequency and decrease bus-stop walkshed • reduce transit fares
Round 2	• strengthen inter-municipal travel within the region • make transit easier to use. • expand transit network

Policy Development

Round 1	• make speeds more consistent and reduce speeds • increase focus on traffic safety • provide more signage to encourage through traffic
Round 2	• reduce speed limits and enforce low speeds in residential areas • provide more traffic calming and enforce community safety zones

4.6 Integration of Feedback into the Plan

Feedback was received throughout the study –through emails, verbal feedback, and submitted comment sheets. The project team reviewed feedback received through the consultation process to identify major themes of concern and interest. These themes helped inform the development of the various policies, projects, and programs established within the MMTP.

This also provided Town staff and the project team with insights into the scale of interest related to each individual theme. In combination with engagement feedback and technical considerations, this will help inform the Town's annual capital budget process and long-range financial planning for items related to transportation.

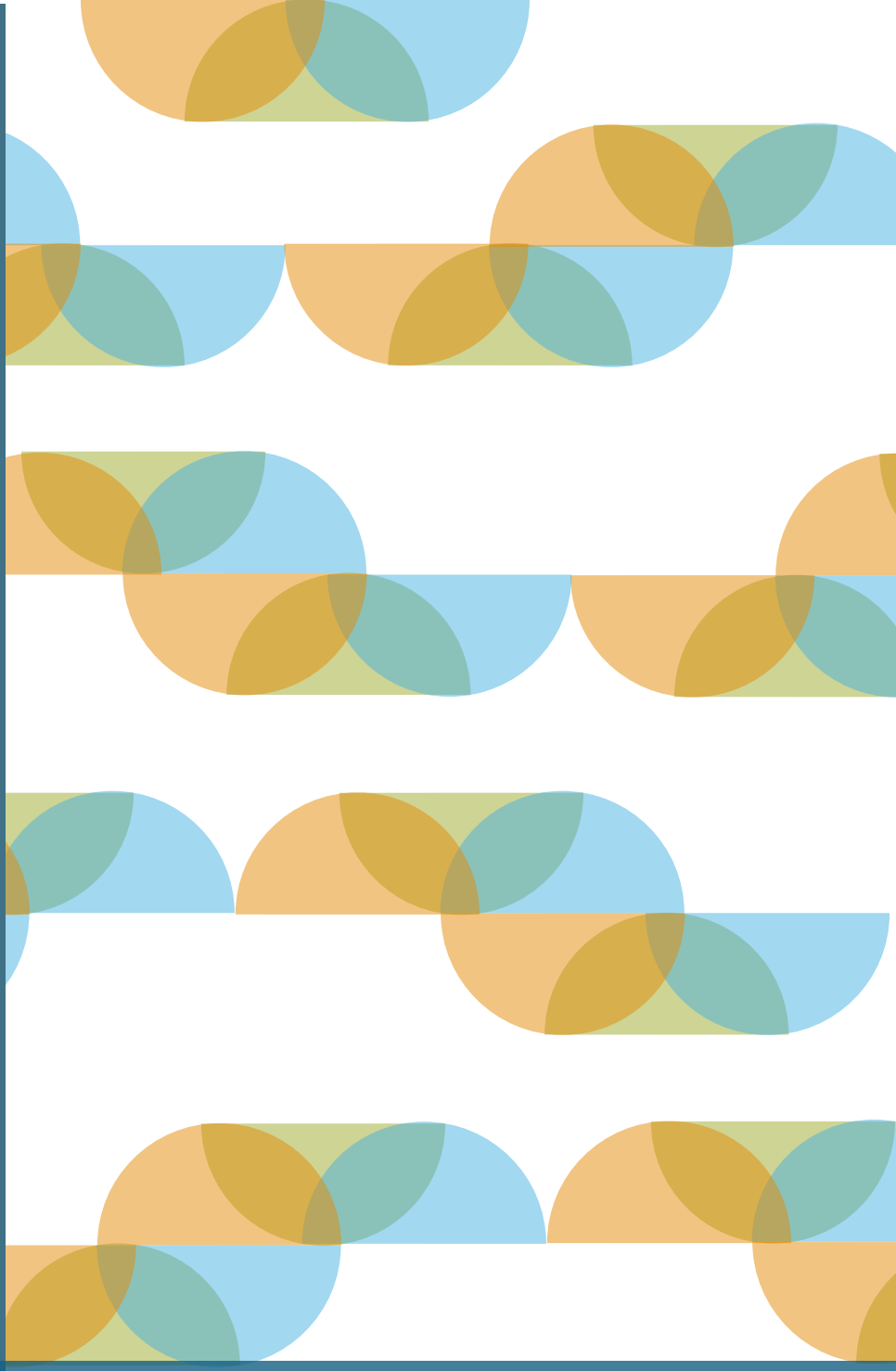
4.6.1 Integration of Feedback from Engagement Round 1

Engagement Round 1 focused on informing various stakeholder groups and the public about the project, allowing initial feedback to be gathered regarding the social impacts that are present from the existing transportation network and changes that should be incorporated into the MMTP. Along with using information regarding the existing conditions to develop proposed transportation infrastructure models, feedback was greatly considered given it provided more detailed background information that was specific to different areas and local resident opinions.

4.6.2 Integration of Feedback from Engagement Round 2

In Engagement Round 2, the Internal and External Stakeholder Engagement Sessions provided technical feedback from various stakeholder groups regarding the proposed recommendations. These sessions admitted feedback from multiple perspectives which were used to make adjustments to proposed transportation infrastructure and policy recommendations. Proposed transportation infrastructure and policy recommendations were then presented at PIC #2, allowing stakeholder groups and the public to provide final feedback to the MMTP. This feedback was then considered when making final recommendations in the Town.

In tandem with the County, Collingwood is evolving. This section on *Trends* captures the changes occurring in Collingwood and discusses the future effect.



05

Trends

5.1 Evolving Population

The Town of Collingwood's population is changing. Growth is occurring. The population is aging and while a majority of the growth is occurring around the periphery of the Town, most of the population is centralized around downtown and the south-end Collingwood.

5.1.1 Population Distribution

According to the 2021 Census, the Town of Collingwood's population in 2021 was 24,811[3]. Between 2016 and 2021, the Town's population grew by 14%. Although the Town is relatively compact compared to adjacent municipalities, Collingwood has experienced surmountable growth within the region and the province. This growth is highly attributed to seasonal tourism and the steady influx of new residents during the Covid-19 Global Pandemic. These factors have produced impacts that translate to a future of increased regional demand around the Georgian Bay.

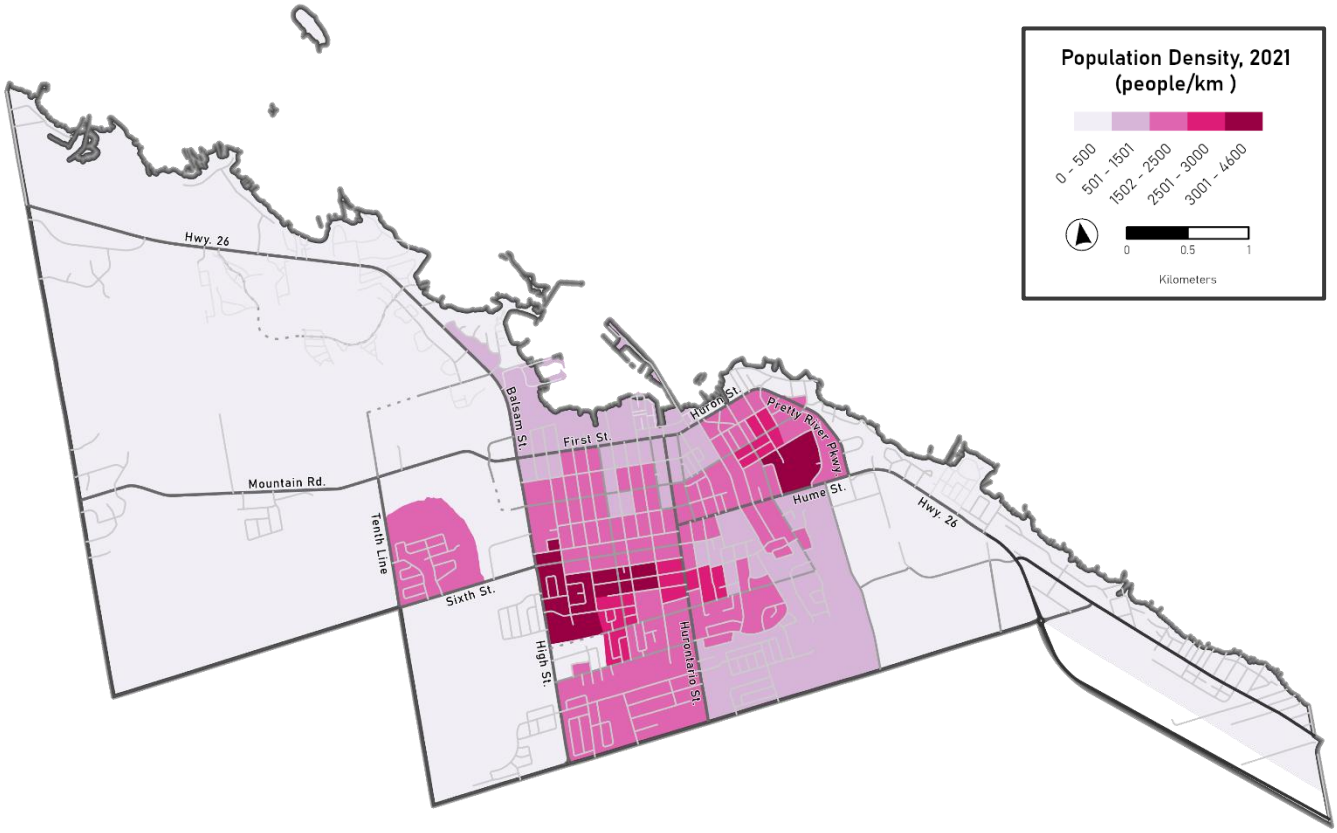


Figure 5: Population Distribution

Figure 5 shows Collingwood's population density in 2021. The figure shows that the highest population densities within the Town are concentrated between Sixth Street and Cameron Street, as well as north of Hume Street. These locations are integral to the entire street network as they are home to several schools and parks that a variety of demographics including families, children and the elderly frequent daily. Other areas with high population densities include older centralised

[3] The Town of Collingwood's Community Profile from 2023 was reviewed while completing this assessment, however as the data collection from the Community Profile was not completed by Statistics Canada, this review will use information obtained from the Federal Government's databases. Data from the 2023 Community Profile has been used in subsequent sections to extract employment data.

neighbourhoods around the historical tree-streets, and new growth areas bordered by Tenth Line and Sixth Street, and on south end of Collingwood.

Evaluating the distribution of Collingwood's population is the starting point for understanding the impact of future demand and determining which opportunities will be available to enhance and improve safety conditions, modal connections and overall transportation conditions for all-ages and abilities. This evaluation contributes to the process of identifying key locations to specifically improve walking, cycling and transit conditions, so that the MMTP can recommend policies and programs that prioritize the safety of children going to school and people accessing parks, trails, commerce or commuting.

5.1.2 Aging Population

Like many Canadian municipalities, Collingwood is home to a growing senior population. Within the province, the Town hosts one of the oldest age profiles and according to Figure 6, the median age is approaching 50. In the next years, the median age is expected to rise as the proportion of elderly citizens increases in Collingwood. Likewise, the same applies for youth.

To accommodate the future aging population, achieving the goal of developing a multi-modal network is key to attending new, diverse needs of those typically screened out of traditional mobility planning centred around the convenience of driving. Transportation issues pertaining to health and safety are critical for this group. To reflect their issues, future efforts should be centred around safely providing convenient and reliable mobility options to strengthen transportation services for this cohort.

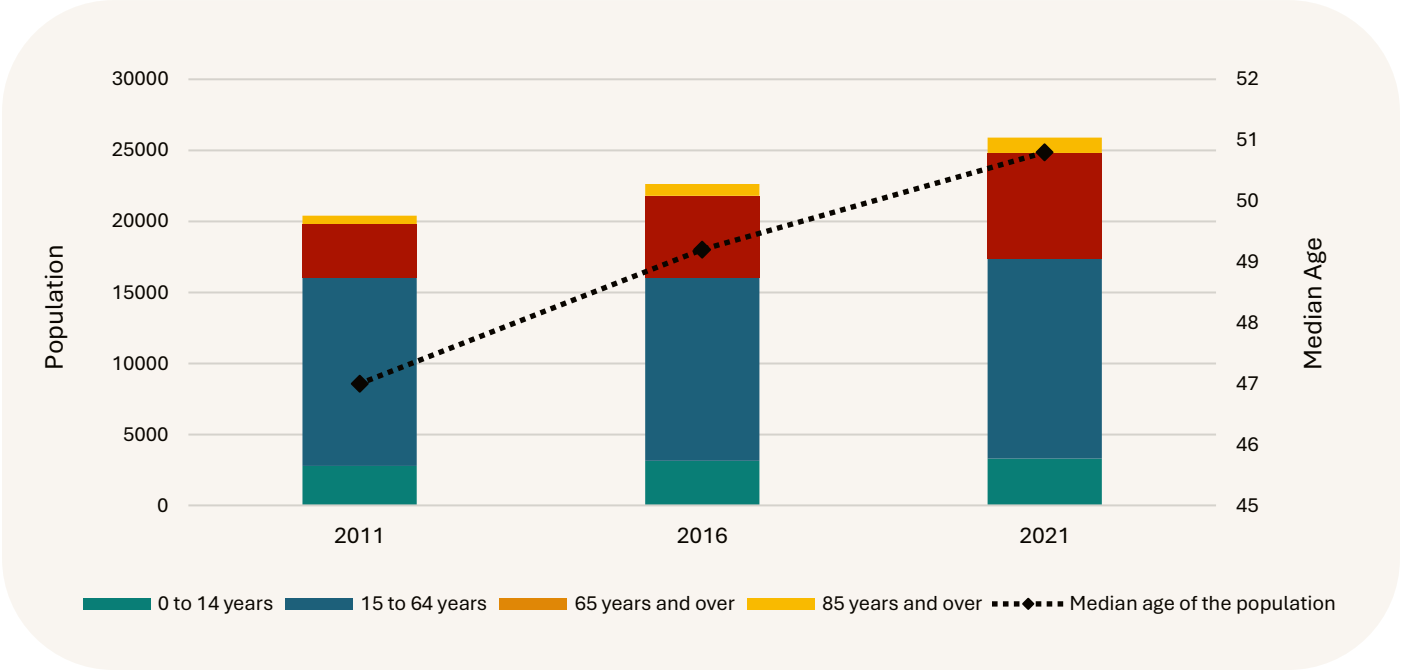


Figure 6: Town of Collingwood Population Breakdown by Age

For youth, it is pertinent to keep service as available and accessible as possible. As technology evolves, integrated platforms are expected to provide wayfinding tools, booking and routing in a single platform. The development of these platforms is catered to progressively educate and meet the needs of new travellers as they grow. Providing integrated platforms to access routing and booking of transit and shared micro-mobility (e-scooters/e-bikes) reduces barriers and ensures that youth can still participate in activities without relying on private vehicles. In terms of infrastructure, designing from an All Ages and Abilities (AAA) perspective ensures that those who travel alone or in groups can safely and independently access to education, employment, and community destinations without reliance on private vehicles.

5.2 Economic Activity

Collingwood supports many industries, including a thriving tourist industry. To support the growing employment sector within the Town, the Town will focus on establishing a balanced, safe and connected network that prioritizes challenges existing commuting patterns in order to foster a healthy, sustainable and flexible multi-modal network.

5.2.1 Town of Collingwood Employment Split

The Town of Collingwood is home to a diverse economy and labour force of 13,757 people according to the Town's Community Profile from 2023. As listed in Table 1and Figure 7, Collingwood's top five industries include: (1) Sales and Service Occupations, (2) Trades, Transport and Equipment Operators and Related Occupations, (3) Business, Finance and Administration Occupations, (4) Occupations in Education, Law and Social, Community and Government Services, (5) Health Occupations.

Table 1: Employment Split

Occupation	Employment Split
Sales and Service Occupations	35%
Trades, transport and equipment operators and related occupations	15%
Business, finance and administration occupations	15%
Occupations in education, law and social, community and government services	10%
Health occupations	9%
Natural and applied sciences and related occupations	5%
Occupations in art, culture, recreation and sport	5%
Occupations in manufacturing and utilities	3%
Natural resources, agriculture and related production occupations	2%
Management occupations	2%
Total	**100%**

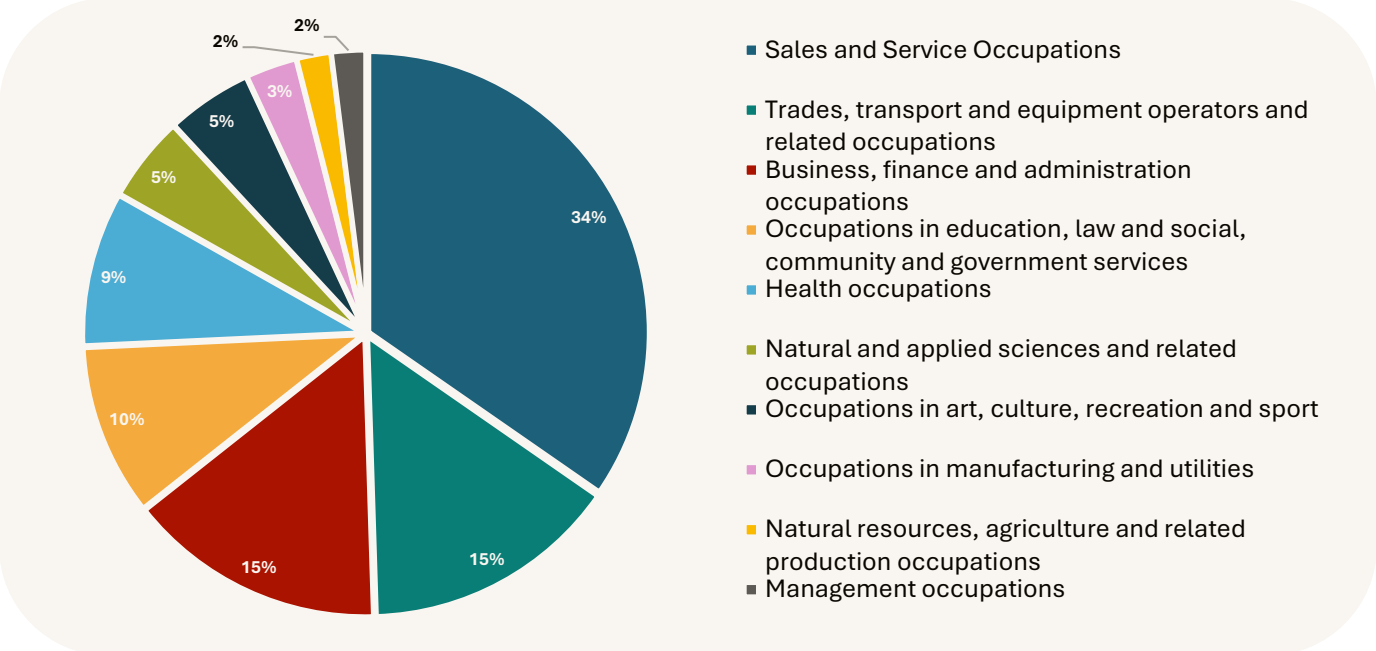


Figure 7: Employment Split

The top three areas the Town of Collingwood supplies labour to include The Blue Mountains, Barrie and the Township of Clearview. In addition, Collingwood's top 3 recruitment areas include the Town of Wasaga Beach, The Blue Mountains and the Township of Clearview.

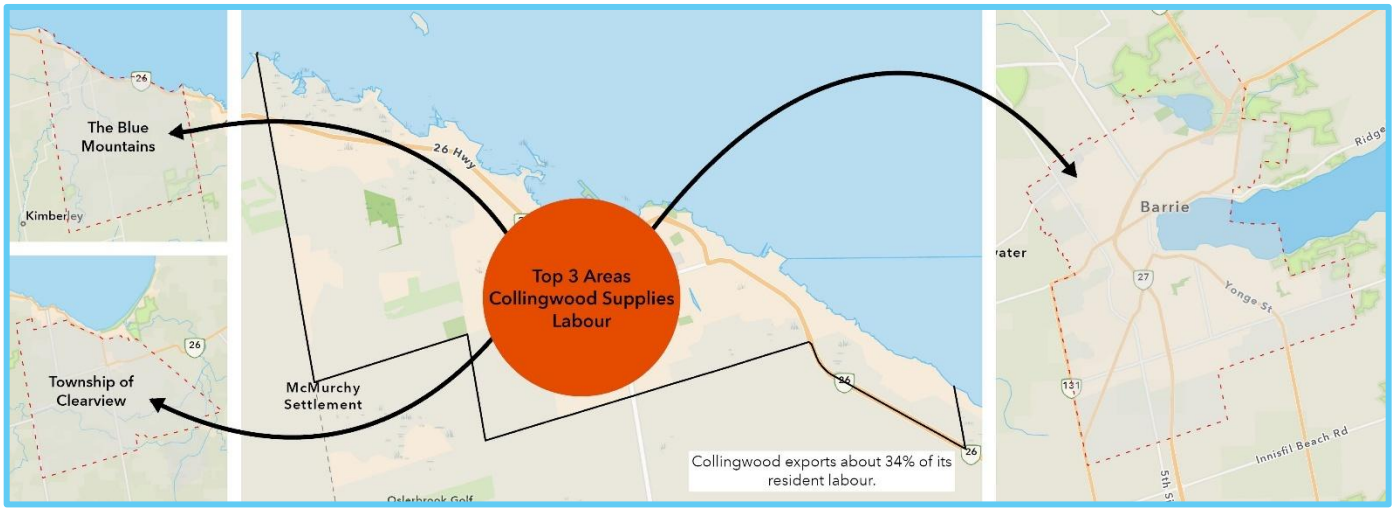


Figure 8: Top 3 Areas - Labour Supply

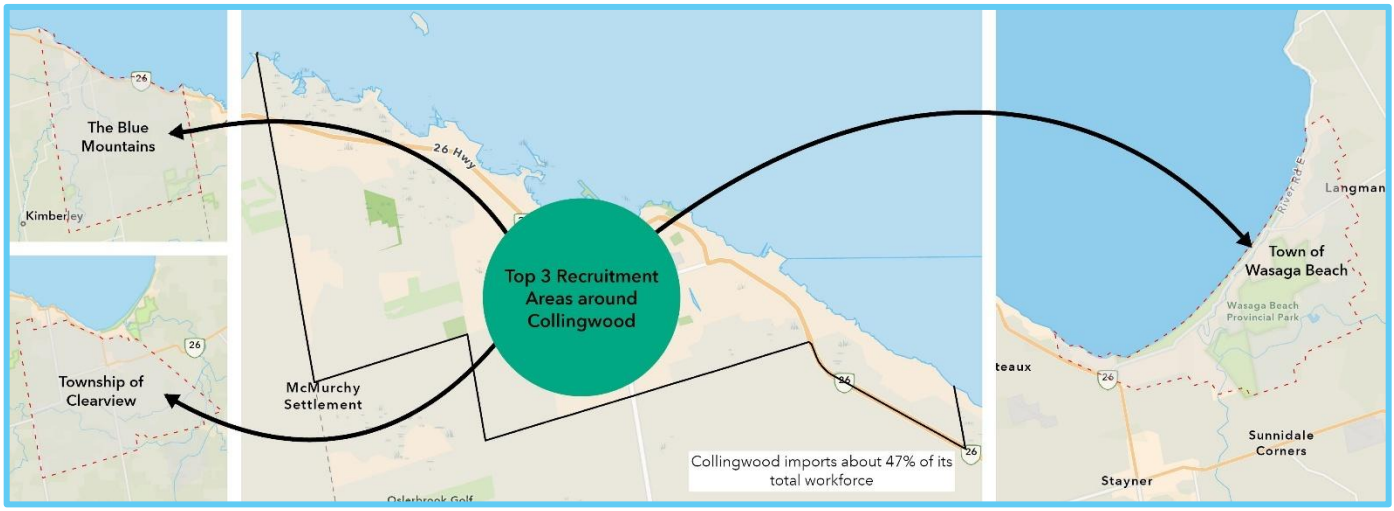


Figure 9: Top 3 Areas - Labour Recruitment

Based on the list in Table 1, a considerable amount of Collingwood's labour force and economy is tied to the service industry and providing administrative and government services. As many industries operate within Collingwood, including a thriving four-season tourist industry, the evolution of current transportation options is integral to supporting new growth.

The MMTP understands that attracting and retaining the labour force relies on providing efficient transportation options for daily commuters and the casual traveller. By building a balanced system with connections that are safe to access and navigate for active transportation and transit users, Collingwood will continue to build a healthy and strong economy.

Additional information on 'Needs and Opportunities', as well as mode specific network recommendations are found in detail in Sections 7 and 8. More detailed information on Collingwood's projected labour force can be accessed in their 2023 Community Profile.

5.3 New Mobility Options and Transportation Innovations

The use of various micro-mobility systems including E-Scooters and E-Bikes, both from shared and private users have gained a large following and in so have expanded the many possibilities of trip formation. Despite their short time on the market, they are expected to support more than 130 million trips across Canada and the States yearly[4]. In becoming a staple of urban mobility, micro-mobility is considered a solution for endured transportation challenges connected to congestion and climate change, public health, accessibility, and transport equity.

In understanding what can be done to make vehicular travel more eco-friendly, the increasing use of Electric Vehicles (EV) are also considered a key solution to meeting transportation challenges connected to climate change and public health. To meet Canada's GHG emissions reduction targets, the transition to sustainable transportation options is crucial to reshaping the impact advancements in transportation technology has on local environmental targets. Other technologies such as Zero-Emission Vehicles, Connected and Autonomous Vehicles may become more common in the future as Electric Vehicles become more prevalent. As this happens, accommodating these through providing integral transportation infrastructure such as charging stations, to facilitate travel for these vehicle-types will be required to encourage their usage in the multi-modal network.

The Town of Collingwood may benefit from adopting new mobility options and transportation innovations. In terms of micro-mobility, Canadian municipalities have had positive reports about micro-mobility use stating that:

- Users opt for micro-mobility due to their agility in the street network as it enables them to access active transportation infrastructure and the conventional road network (in some areas)
- Users have the ability to connect to other modes while navigating the urban landscape. Their ability to connect to other modes highlights their ability to act as a transitory mode to assist long trips or serve as a mode replacement altogether for active transportation, transit or driving.
- The implementation of public-private partnerships with municipalities can create affordable mobility options

For EVs, Canadian reports have stated that some benefits include:

- Reducing local noise, air pollution and GHG emissions, which can improve local air quality and public health
- Supporting transitions to a cleaner energy future. This will help Collingwood meet climate goals outlined in the *2025 Climate Action Plan*

Emerging transportation technologies are an integral part of building a new urban narrative that adapts to Collingwood's future multi-modal transportation network. By including more sustainable options, Collingwood will have the opportunity

[4] NATCO 2023

to establish greener, healthier and connected transportation habits. It is evident that installing EV infrastructure is costly. However, to encourage the transition to more green vehicular travel, The Town of Collingwood **and private partners** can use provincial and federal programs to access funding to expand their network of public **and private** EV infrastructure. As micro-mobility and various EV systems positively impact many Canadian communities, Collingwood has the opportunity to develop policies and programs to efficiently manage and facilitate their emergence as they serve streets, sustain and stimulate travel within growing communities.

5.4 Evolution of Healthy Living

The culture of health and wellness has become increasingly popular in recent years. People are actively finding ways to prioritize exercise, nutrition and mental well-being in their day-to-day lives. This growing culture reflects a broader societal shift towards lifestyles that emphasise long-term vitality and balanced transportation. Active transportation directly supports this as it integrates walking, cycling and other forms of physical activity into everyday movement. A study from the Public Health Agency of Canada (2025)[5] shows that walking and cycling increase total daily physical activity and help Canadians meet recommended daily activity targets. A focus on health and wellness fosters healthier communities by reducing car dependence, emissions and encouraging outdoor engagement. A 2025 review from the Lancet[6] shows that adoption of sustainable transportation provides benefits not only relating to physical activity, but air quality as sustainable travel can decrease air pollution. Building a network that is less vehicle-centric provides more opportunities to integrate safe, connected and accessible infrastructure into the overall network to balance physical activity with vehicle travel and thereby promote active transportation. Through a systematic review of land use structures that promote active travel, a study on interventions to encourage active transportation[7] found that implementing programs and constructing safe, appropriate active infrastructure helps promote healthy living through physical activity. For a growing and diverse community, prioritising healthy living in Collingwood through improved transportation options can encourage more active choices and contribute to overall community health, wellness, and sustainability.

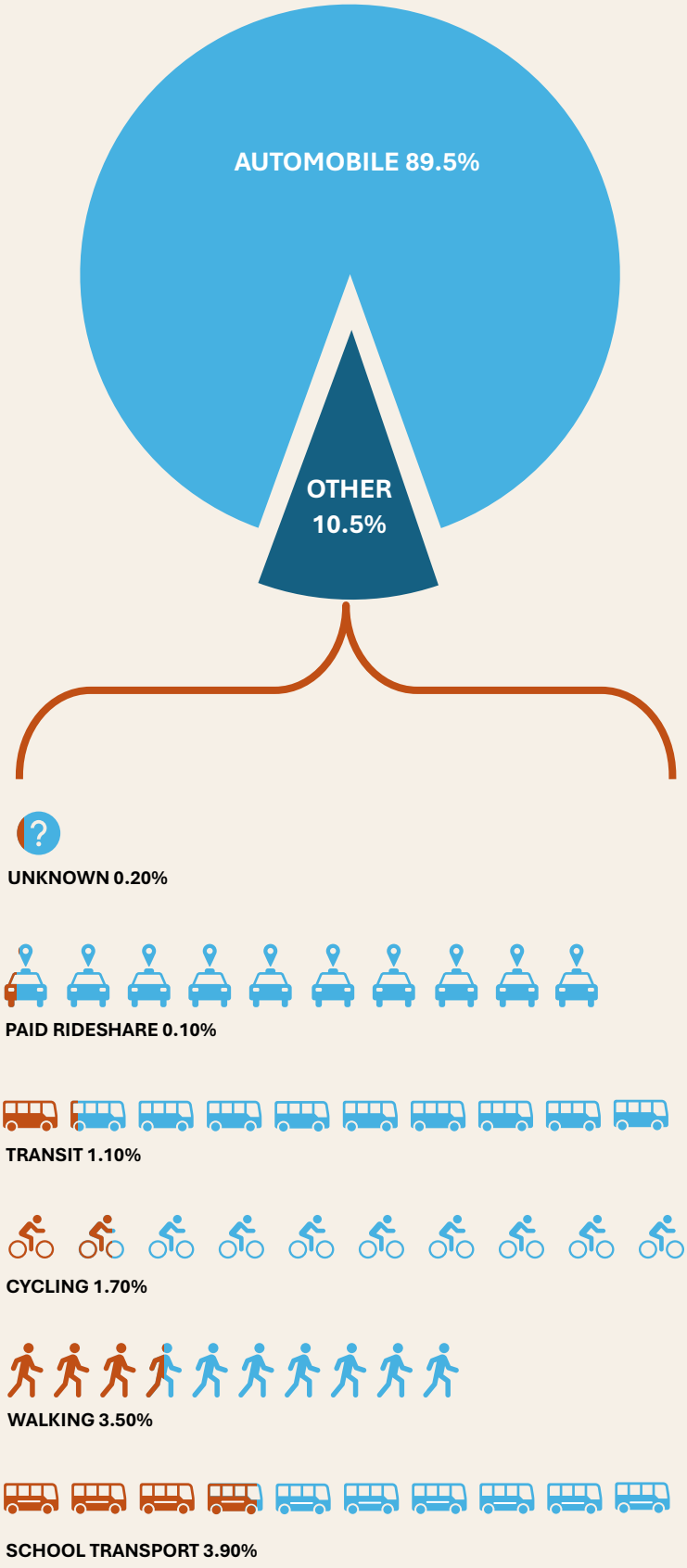
[5] Stephanie A. Prince, PhD & Gregory P. Butler, MSc, https://doi.org/10.24095/hpcdp.45.5.03
[6] Alessio Perilli et al., https://doi.org/10.1016/j. lanplh.2025.101355
[7] Dillon Fitch-Polse & Swati Agarwal, https://doi.org/10.5198/jtlu.2025.2468

Existing Conditions describes Collingwood's current "Transportation Climate". By providing an overview of the current state, this section highlights key network requirements that should be addressed in order to achieve stated *Strategic Goals* and the overall MMTP Vision.

06

Existing Conditions

Multi-Modal Split



6.1 Current Transportation Behavior

Current transportation behaviour is described in this section. Aspects such as muti-modal splits, level-of-service conditions and GHG-emissions are described.

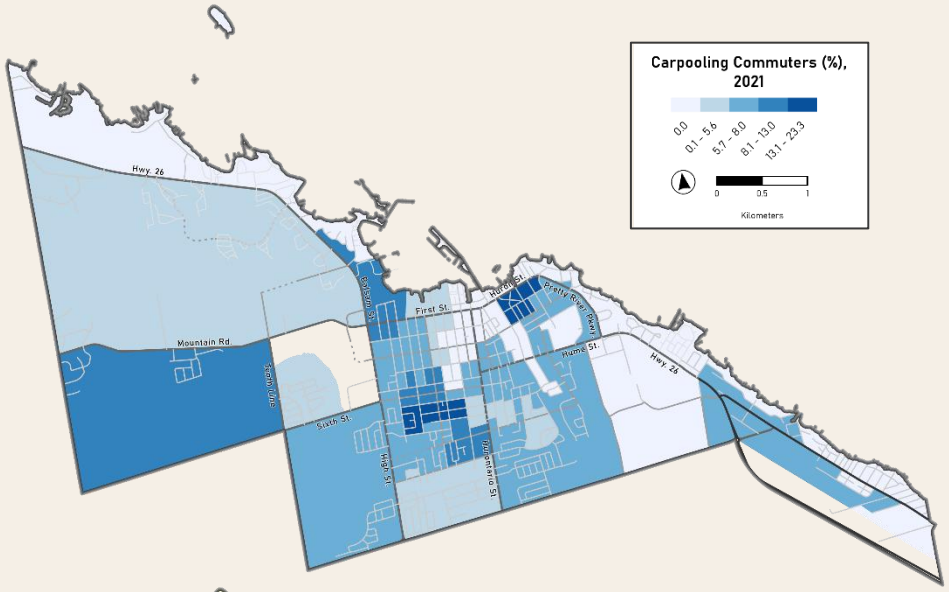
6.1.1 Current Multi-Modal Split

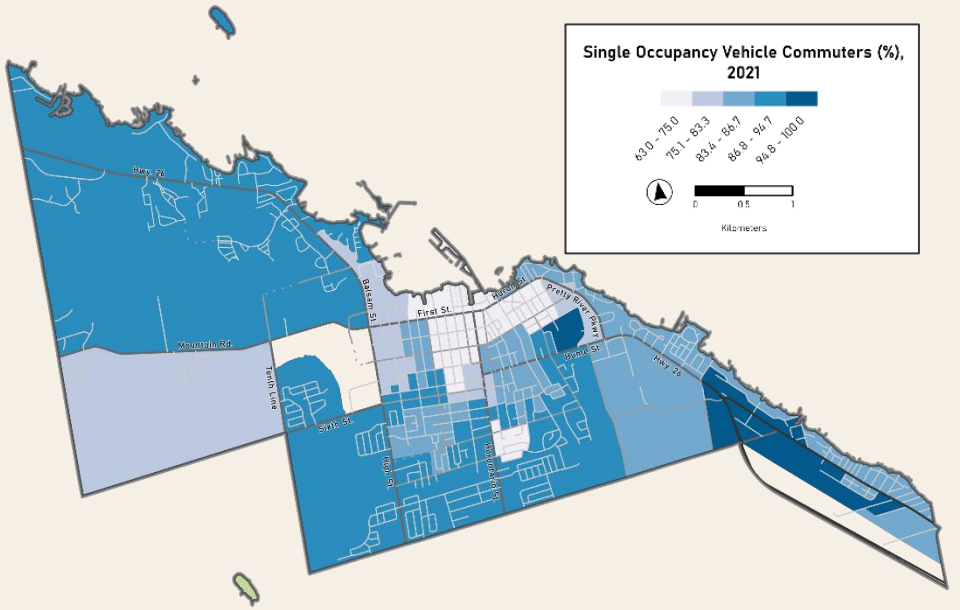
The 2016 Transportation Tomorrow Survey (TTS) is a comprehensive travel survey. It is conducted every five years to collect urban travel data describing regional travel patterns and mode shares within municipalities in the Greater Golden Horseshoe Area. The completion of the TTS is meant to help local and regional governments, as well as the province (The Ministry of Transportation Ontario; MTO), develop strategies for future transportation plans and investments for road projects, public transit and other facilities.

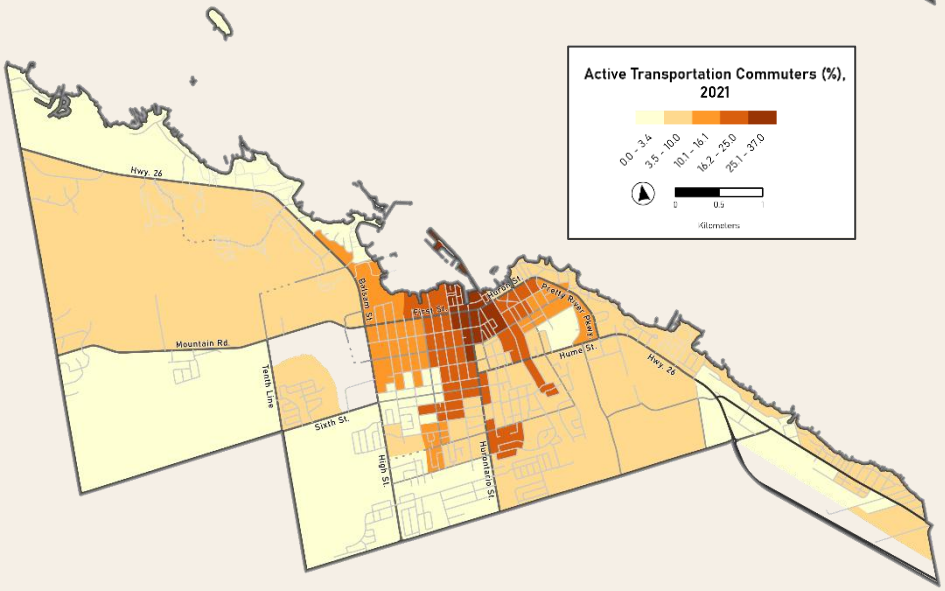
To determine the current multi-modal split in Collingwood, existing modal share data was derived from the 2016 TTS for the PM peak period of travel, between 3 PM and 7 PM on a weekday. The data shows that 90% of trips are completed by private vehicle and 10% are non-auto. The non-auto mode share is divided evenly between active transportation (3.5% walking and 1.7% cycling) and buses (1.1% public transit and 3.9% school bus). The survey found that the majority of active transportation trips originate and end within municipal boundaries, while 70% of transit trips begin or end outside of the Town. The Town of Collingwood has the goal of increasing the non-auto mode share.

6.1.2 Commuting Trends

The primary transportation mode used for commuting in Collingwood is personal vehicles. In a single geographic area, over 90% of residents drive to work. This is seen in Figure 10 from Statistics Canada's 2021 Journey-to-Work survey data illustrating the percentage commuting mode share between Carpooling, Personal Vehicles, Active Transportation and Transit. According to the data, more sustainable modes such as active transportation and transit attract commuters within the central residential areas and the downtown core, while vehicular travel including carpooling is reserved for neighbourhoods at the periphery of Collingwood.







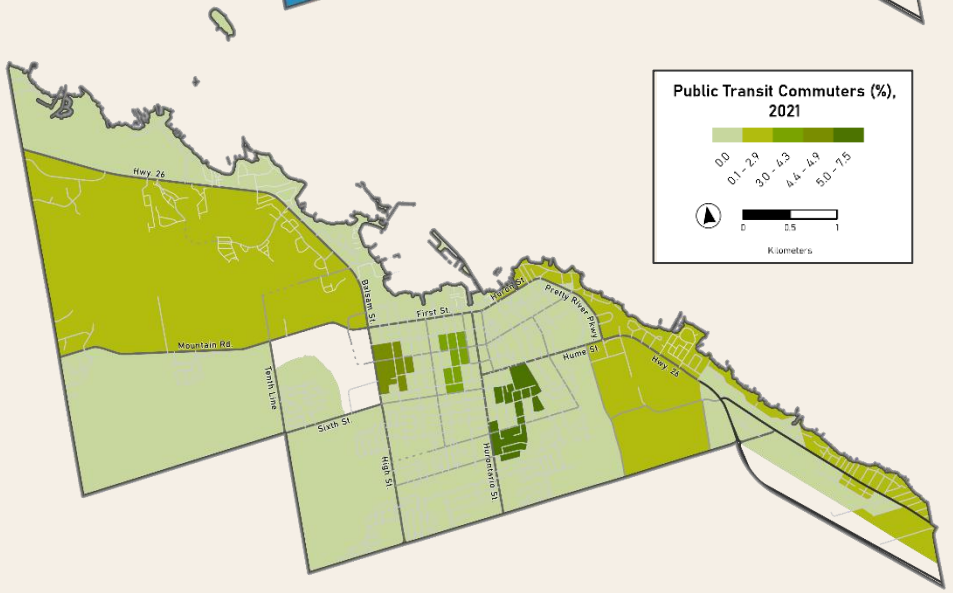


Figure 10: Commuting Trends by Mode, 2021

Key insights from examining the 2021 Journey-to-Work survey show that:

- Active transportation (walking and cycling) dominates downtown commutes within Collingwood
- Transit usage is prevalent around educational institutions and industrial sites
- Carpooling is an effective, convenient way to commute in Collingwood, but Active Transportation surpasses its utilization

As Active Transportation outperforms transit usage and carpooling, it should be noted that:

1. The MMTP recognizes the growing interest in commuting via active transportation; and that
2. The MMTP recognizes the foundation for active transportation to replace some aspects of vehicular travel for commuting purposes.

Many surrounding municipalities such as the City of Barrie, Town of Wasaga Beach, Town of Blue Mountains, Town of Midland and Simcoe County share similar commuting mode share characteristics with Collingwood. This is seen in as seen in

Figure 11. With large vehicular shares, it may be difficult to see opportunities to encourage sustainable travel. However, with Collingwood's strong Active Transportation foundation, the MMTP can continue to grow this user base by developing initiatives and recommendations to change commuting habits through promoting sustainable alternatives to vehicular travel in the multi-modal network.

Figure 11: Commuting Modal Split Comparison, 2021

6.1.3 Base Year Travel Demand Modelling

PTV VISUM is a comprehensive transportation planning software used for modeling and analyzing transportation systems at a strategic level. It allows for the development of multimodal transportation networks, incorporating roadways, public transit, and non-motorized modes like walking and cycling. The VISUM software also supports demand modelling by simulating future scenarios under varying conditions to predict and analyze the effects of traffic volumes travelling within the Town, neighbouring municipalities, and Highway 26. A summary of the calibration of the base year model is presented in Table 2 below.

Table 2: Travel Forecasting Model Summary

Modelled Peak Hours	Winter Weekday Peak Hour Winter Weekend Peak Hour Summer Weekday Peak Hour Summer Weekend Peak Hour
Forecast Year	Base Year - 2024 10 Years - 2034 20 Years - 2044
Analysis Scenarios	2025 Existing traffic conditions 2034 background traffic conditions (background traffic growth) 2034 total traffic conditions (background traffic growth plus development traffic) 2044 background traffic conditions 2044 total traffic conditions
Trip Generation	Population and employment were estimated using the ITE (Institute of Traffic Engineers) rate and FAR (Floor Area Ratio) - trip productions and trip attractions
Trip Distribution	StreetLight Data - average distance travelled by trip Statistics Canada Data - split between external to internal and internal to internal

Mode Choice	Transit and cycling mode shares in Collingwood are low, it is assumed that the majority of trips less than 500 meters are made by pedestrians (Vehicle occupant as 1.0)
Trip Assignment	Equilibrium Assignment

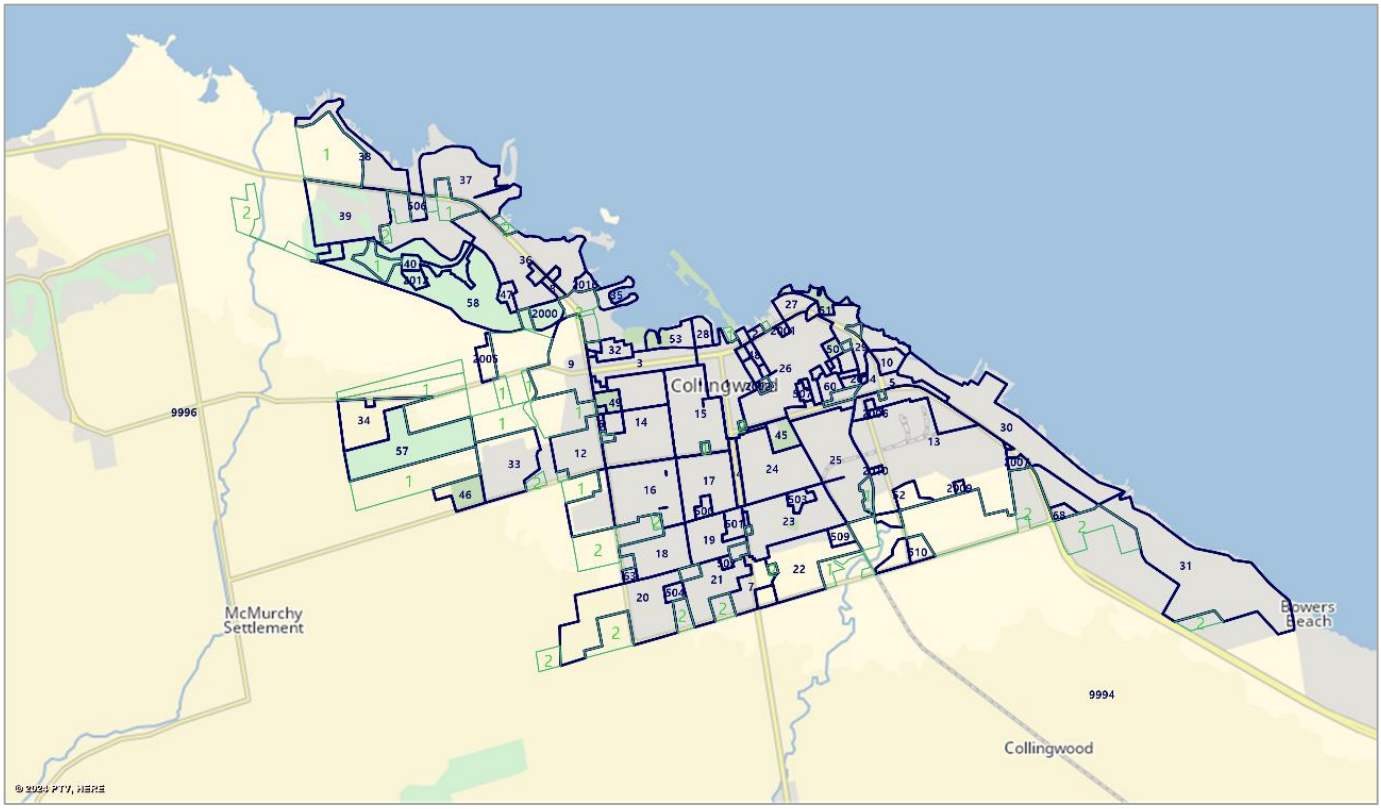


Figure 12: Traffic Zone System used in VISUM

It consists of 145 internal zones used in PTV VISUM to account for refinements in some existing areas and new future development areas. With the addition of 6 external zones, there is a total of 151 traffic zones contained in the model data network, as shown in Figure 12.

The model structure follows the standard four-step travel demand modelling procedure. It begins with the **Trip Generation** phase, where the number of trips generated by each traffic zone is calculated. A GIS-based methodology was employed to estimate the generation rates of person trips, both inbound and outbound, for each defined traffic zone within the VISUM network. This trip generation analysis utilized the Transportation Engineers (ITE) guidelines data. The approach used the ITE Trip Generation Manual, 11th Edition, to estimate trip generation on a per-gross-hectare basis, with land area estimates derived from Google Maps aerial imagery. FAR[8] data was also incorporated to refine these estimates, particularly for commercial areas. FAR, which measures the total floor area of a building relative to its land area, helps gauge building density and intensity of use. Higher FAR values typically indicate more intensive land use, which correlates with higher traffic generation.

[8] Building Details information provided by Lindsay Gosnell, April 22, 2024.

The **Trip Distribution** component estimates how many people travel between different areas within the study zone. To help understand travel patterns and distances, StreetLight data was used to calculate average trip lengths, which improved the accuracy of the traffic model. However, because StreetLight didn't have complete data for all trip types, Statistics Canada data was also used to understand how many trips start and end within the area versus those coming in from outside. The model was adjusted to reflect these patterns using a formula that was tested in Excel. Since trips that pass through the area without stopping weren't well represented in the data, background traffic was manually added to complete the calibration. These steps helped ensure the model closely reflects how people travel in the area, making the traffic forecasts more reliable.

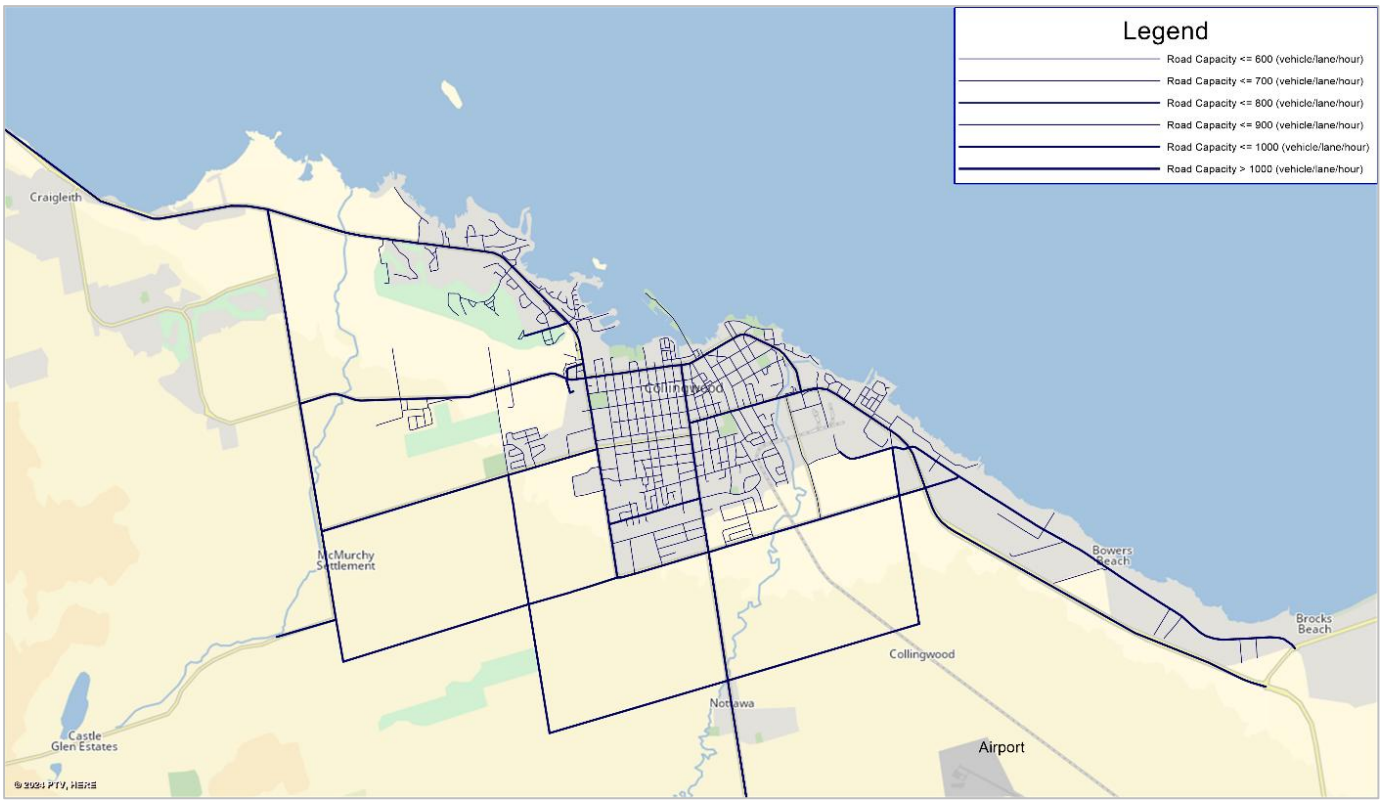


Figure 13: Traffic Roadway System used in VISUM

Due to minimal transit or bike usage in the Town of Collingwood, we assumed that shorter trips were made by pedestrians and set the car occupancy to 1. These assumptions allowed us to convert the person trip data into the Vehicle OD Matrix. The network road class assumptions are shown in Table 3.

Table 3: Road Class Assumptions

Road Class	Free-flow Speed	Capacity (vehicle/lane/h)
MTO Jurisdiction – Highway 26	80km/h	1,000
Highway 26 – within Town	60km/h	1,000
Arterial Road (County Jurisdiction)	70km/h	800
Arterial Road	60km/h	700
Collector Road	50km/h	600
Local Road	40km/h	500

Road capacity assumptions from local traffic studies[9] were chosen and referenced. When traffic volumes near the capacity of a lane, travel times tend to increase compared to free-flow conditions which may result in congestion, as the roadway cannot efficiently accommodate the volume of vehicles. These capacities are approximations, and actual values may vary based on specific road conditions, intersections, and local traffic regulations. In the final step, in the **Trip Assignment** phase, the vehicle trips were assigned to the road network for further analysis.

6.1.4 Existing 2024 Traffic Level of Service (LOS)

The updated travel demand forecasting VISUM model was used to measure the Town's Road network in the PM peak hours, where PM peak hour is typically the worst-case/most congested condition. This condition is measured as the Volume-to-Capacity (v/c) ratio on major roads and the associated Level of Service (LOS) conditions.

Table 4: Volume-to-Capacity (v/c) ratios and level of service (LOS) Thresholds

v/c ratio	Level of Service (LOS)	General Traffic Condition
0.00 - 0.20	LOS A	Outstanding
0.20 - 0.40	LOS B	Excellent
0.40 - 0.60	LOS C	Good
0.60 - 0.80	LOD D	Fair
0.80 - 1.00	LOS E	Poor
>1.00	LOD F	Failure

The generally accepted goal is to maintain LOS A to D conditions on the road networks, address LOS E conditions on the roads and avoid any LOS F conditions in the long term through capacity enhancement and Transportation Demand Management (TDM) actions.

[9] Town of the Blue Mountains Transportation Master Plan (2022)

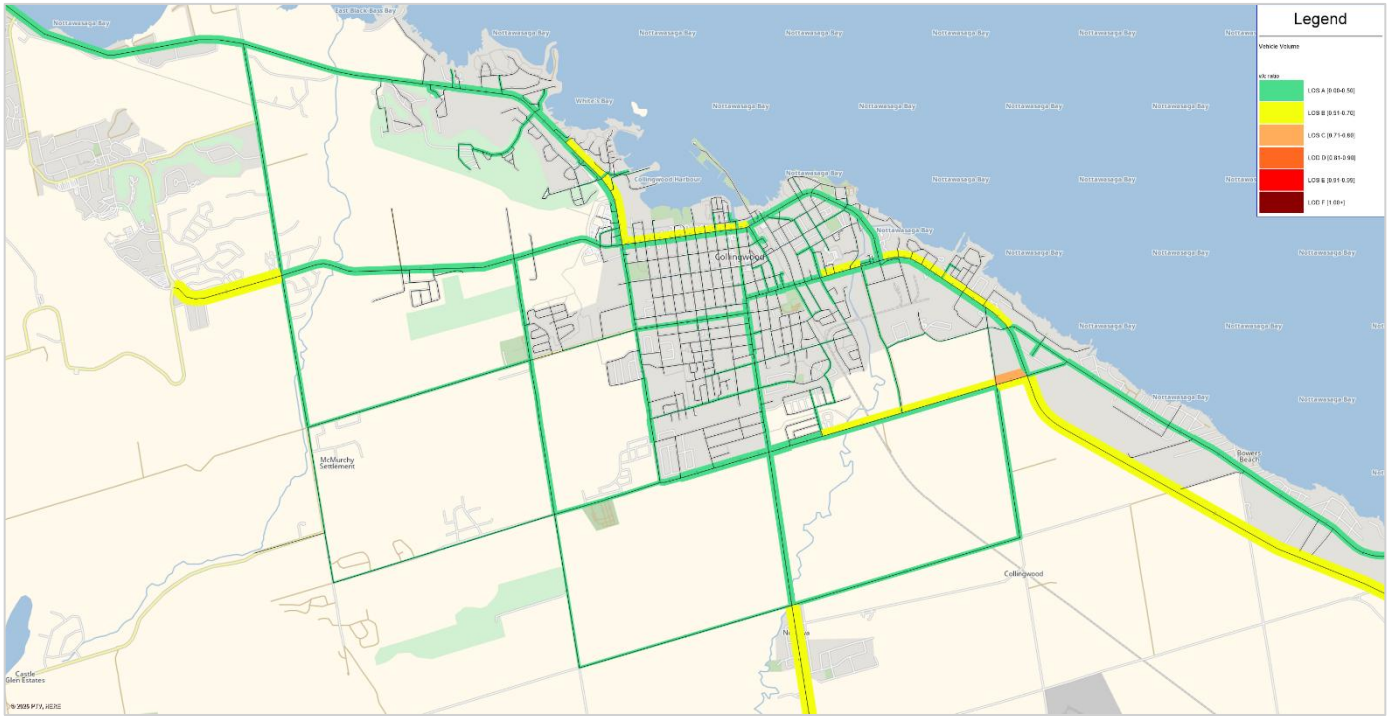


Figure 14: Existing (2024) Volume-to-Capacity Ratio – Weekday PM Peak Hour – Summer Season

Figure 15: Existing (2024) Volume-to-Capacity Ratio – Weekday PM Peak Hour – Winter Season

The VISUM analysis reveals that the corridors within the Town of Collingwood are operating under acceptable conditions, indicating Level of Service (LOS) between A and C. These zones are generally characterized by stable and manageable

traffic conditions. As the LOS approaches D there will be noticeable decrease in vehicle speed, maneuverability in traffic, and higher delays resulting from minor incidents.

For segments experiencing moderate congestion, indicated in yellow and orange (LOS C & D), optimizing traffic signals is a cost-effective and practical approach. Adjusting signal timings to better match traffic patterns or implementing adaptive signal control systems can improve throughput without requiring physical road modifications. Enhanced coordination between signals along major corridors—especially where congestion is beginning to build can prevent delays from worsening, particularly during peak travel times. Effective access management strategies, such as consolidating driveways, installing medians, and minimizing conflict points, further enhance traffic efficiency and safety along congested corridors.

Another important strategy involves aligning transportation planning with future land-use development to prevent new growth from exacerbating existing traffic issues, contributing to sustainable long-term congestion management. In addition to capacity and signal improvements, promoting alternative transportation modes is essential for reducing single-occupancy vehicle reliance. Enhancing public transit options by introducing dedicated bus lanes and prioritizing transit at signals can reduce vehicle volumes on key corridors, easing congestion and supporting more sustainable urban mobility.

6.1.5 2024 Greenhouse Gas (GHG) Emissions Assessment

Greenhouse gases (GHGs) are atmospheric gases that trap solar heat, contributing to the warming of the Earth's surface. Air pollution, driven largely by transportation and population behaviour, is a growing concern at both local and regional levels. In Collingwood, increased energy consumption in the transportation sector is primarily attributed to rising vehicle use and traffic congestion. High rates of vehicle ownership are expected to further intensify this trend, underscoring the need for sustainable transportation solutions to mitigate environmental impacts.

To estimate traffic-related emissions, data collected by Ontario Traffic Inc. in July 2025 were used in conjunction with the Municipal Energy and Emissions Database (MEED). MEED[10] follows the Global Protocol for Community-Scale Greenhouse Gas Inventories (GPC) and provides a BASIC-level reporting framework. The methodology incorporates provincial data from the 2016 Statistics Canada Census and the Natural Resources Canada Comprehensive Energy Use Database (CUED).

Table 5 summarizes weekday GHG emissions for the horizon years 2024, 2034, 2044, and 2051. Emissions are categorized by vehicle type (private cars and trucks) and three gas types (CO_2, CH_4, N_2O).

Table 5: Comparison of Annual Total Gas Emissions

	2024	2034	2044	2051
Private Car				
Private Car CO2 (Tonnes)	66,675.29	70,085.07	73,669.23	76,286.65
Private Car CH4 (Tonnes)	362.80	381.35	400.85	415.09
Private Car N2O (Tonnes)	249.12	261.86	275.25	285.03
Private Car Total	67,287.21	70,728.28	74,345.33	76,986.77
Trucks				
Trucks CO2 (Tonnes)	43,894.74	47,253.69	49,670.25	51,435.00
Trucks CH4 (Tonnes)	38.98	41.96	44.11	45.68
Trucks N2O (Tonnes)	694.45	747.60	785.83	813.75
Truck Total	44,628.18	48,043.25	50,500.19	52,294.43
Vehicle Total				
CO2 (Tonnes)	110,570.03	117,338.76	123,339.48	127,721.65

[10] https://meed.info/en/ca/dashboard/emissions

	2024	2034	2044	2051
CH4 (Tonnes)	401.78	423.31	444.96	460.77
N2O (Tonnes)	943.57	1,009.46	1,061.08	1,098.78
Vehicle Total (Tonnes)	111,915.39	118,771.53	124,845.52	129,281.20

Key Findings

- Private cars are the dominant source of CO_2 emissions, primarily due to fossil fuel use.
- Emissions are projected to increase over time, reflecting growth in travel demand and continued reliance on gasoline-powered vehicles.
- The projections are based on provincial vehicle energy consumption characteristics, which currently show a low share of electric vehicles (EVs).
- Future emissions could be significantly reduced with increased EV adoption, particularly by the 2040s.
- Particulate Matter (PM) emissions are expected to decline due to improved vehicle technologies, better catalysts, and advancements in road materials.

While this assessment provides a conservative estimate based on provincial averages, future refinements should incorporate local fleet composition, EV adoption rates, and updated emission factors to improve accuracy.

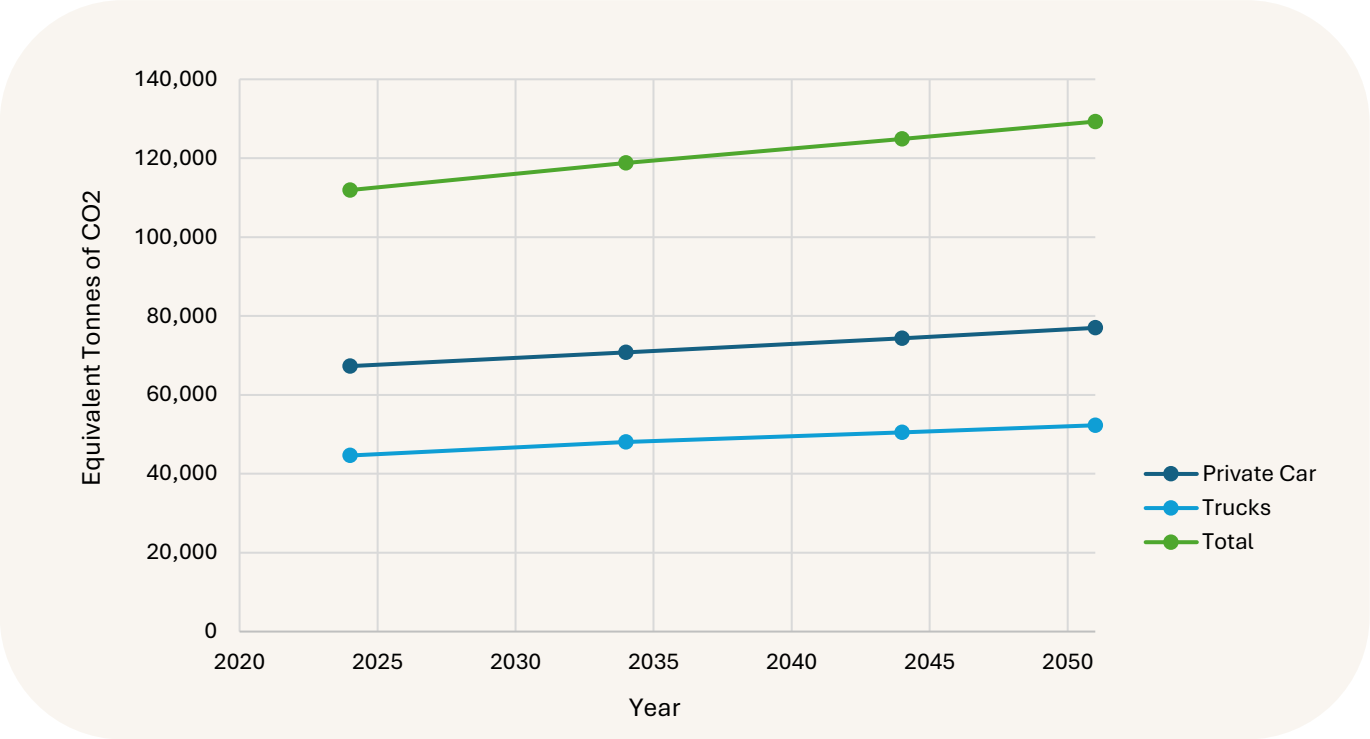


Figure 16: Projected Annual Greenhouse Gas Emissions in Collingwood (2024-2051)

Key Outcomes

A GHG assessment for traffic conditions in the Town of Collingwood was conducted to show the levels of air pollution and the impact on environmental quality. In summary, outcomes from the GHG Emissions Assessment show that:

- CO_2 emissions are predominantly generated by private vehicles in the Town of Collingwood;
- CO_2 emissions will increase due to travel if fossil fuels remain the primary energy source in the transportation sector;
- Local variations in transportation patterns based on area and industrial activity impact emission levels, and contribute to town-wide variations;
- Collingwood's total emissions in 2024 and 2051 are 304.67 tonnes/day (111,205 tonnes/year), and 354.20 tonnes/day (129281.20 tonnes /year) respectively; and,
- Based on driving habits and the population, local data is required to ensure that the assessment specifically considers all local conditions and activities affecting the Town.

6.2 Street Network

This section summarizes existing street network and safety conditions within Collingwood's Street network. Maps of the existing street network, associated street classifications, current Average Annual Daily Traffic (AADT) levels and truck routes are provided for illustration. Further, results from a network-wide safety review are presented showing collision rates and hotspots at collision prone locations.

6.2.1 Existing Street Network

The Town of Collingwood's street network serves all motorized vehicles, including transit and active transportation when appropriate infrastructure is provided. All streets within Collingwood's municipal boundaries are under the Town's jurisdiction, with the exception of highway portions, private roads, private condominium roads and county roads within Collingwood's municipal boundaries.

The existing street network reflects a structured hierarchy of street classifications designed to support both current and future transportation needs. Street classifications group roads based on multiple shared design characteristics including function, service and purpose. Most municipalities, including Collingwood use The Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017) guidelines to classify streets. Most commonly, within this guide, the Average Annual Daily Traffic (AADT) is the most common factor used to classify and re-classify streets.

Following TAC, these classifications provide general design requirements for each street category to provide efficient designs for different street-types. Establishing a structured hierarchy of street classifications is a fundamental tool that assists in transportation planning, urban development and road infrastructure design as it helps define road design needs due to purpose and context. All new and old roads under Collingwood's jurisdiction are developed to comply with their ascribed classification. Following these classifications sets standards for safe street design practices and ensures safe travel for all modes.

Street Classifications and AADT are illustrated at the end of Section 6.2.

In the 2024 Official Plan, the Town of Collingwood adopted the following (6) six street classifications:

Provincial Highways: Provincial Highways are throughways under the jurisdiction of a provincial government. Highway segments within Collingwood include portions of Provincial Highway 26 and Beachwood. The Town has no jurisdiction over those portions of these roads which are not classified as connecting links. Accordingly, all development abutting Highway 26 shall comply with the standards and requirements of the MTO and access approval shall be obtained from the Ministry.

County/Regional Roads: County Roads within the Town include Simcoe County Road 32 (Poplar Sideroad) and 34 (Osler Bluff Road & Grey Road 19). Both County Roads are classified by the County as Primary Arterial Roads. Each County Road has the following required basic right-of-way widths; County Road 32 – 36.0 metres, County Road 34 – 40.0 metres (36.0 metre minimum where constraints exist). Additional width may be required for sight triangles, cuts, fills, extra lanes at intersections, and for accommodating bicycles, sidewalks, and landscaping, where appropriate.

Arterial Roads: Arterial Roads include 2 to 6 traffic lanes and are designed to carry large volumes of traffic at relatively high-operating speeds between major traffic-generating areas and/or other Arterial Roads. Arterial Roads shall have priority over Collector Roads and Local Roads in terms of access restrictions, road improvements, intersection improvements and maintenance. Arterial Roads shall have a minimum right-of-way width ranging from 26 to 36 metres, as defined by the appropriate road authority.

Collector Roads: Collector Roads are existing roads of 2 to 4 traffic lanes which are designed to collect and carry local traffic to Arterial Roads and/or to distribute traffic to Local Roads. Collector Roads shall have priority over Local Roads in terms of access restrictions, road improvements, intersection improvements and maintenance. Collector Roads shall have a minimum right-of-way width of 20 to 26 metres.

Local Roads: Local Roads are existing roads of 2 traffic lanes which are intended primarily to provide access to abutting properties. Local Roads should be designed to discourage the movement of through-traffic and generally function as distributor roads. Local Roads shall generally have a minimum right-of-way width of 20 metres.

Private Roads: New private roads will predominantly be created by condominium description and shall front on and have direct access to a year-round publicly maintained road. Where the Town deems it appropriate to assume a private road the road will be brought up to an acceptable municipal standard, have a 20-metre right-of-way width where possible; and the costs of upgrading the road will be borne by the affected property owners.

Collector Roads such as Campbell Street and Cameron Street serve a broader function by facilitating movement between neighbourhoods and connecting to arterial routes. Despite their designation, these streets often exhibit characteristics more typical of local streets, including narrower cross-sections and limited pedestrian infrastructure, such as sidewalks present only on one side in certain segments. Arterial roads, such as First Street and Mountain Road, form the backbone of Collingwood's transportation system, accommodating significant traffic flows and linking the town to regional destinations. These corridors are designed for higher speeds and volumes, often incorporating multiple lanes, signalized intersections, and provisions for transit and active transportation.

Goods Movement

Goods movement in Collingwood is facilitated through truck activity. Official regional truck routes have been designated by Simcoe County, and include Grey Road 19, Sixth Street, High Street and Poplar Sideroad. Portions of Highway 26 that fall within Collingwood also facilitate truck traffic and arterial roads under Collingwood's jurisdiction permit seasonal or time-restricted truck traffic through the 2023-022 Reduced Loads By-law. The existing truck route map shows areas with high truck activity that are related to the adjacent land use. As portions of Highway 26 that fall within Collingwood also facilitate truck traffic and arterial roads under Collingwood's jurisdiction permit seasonal or time-restricted truck traffic through the 2023-022 Reduced Loads By-law, these areas may be accessed when permitted.

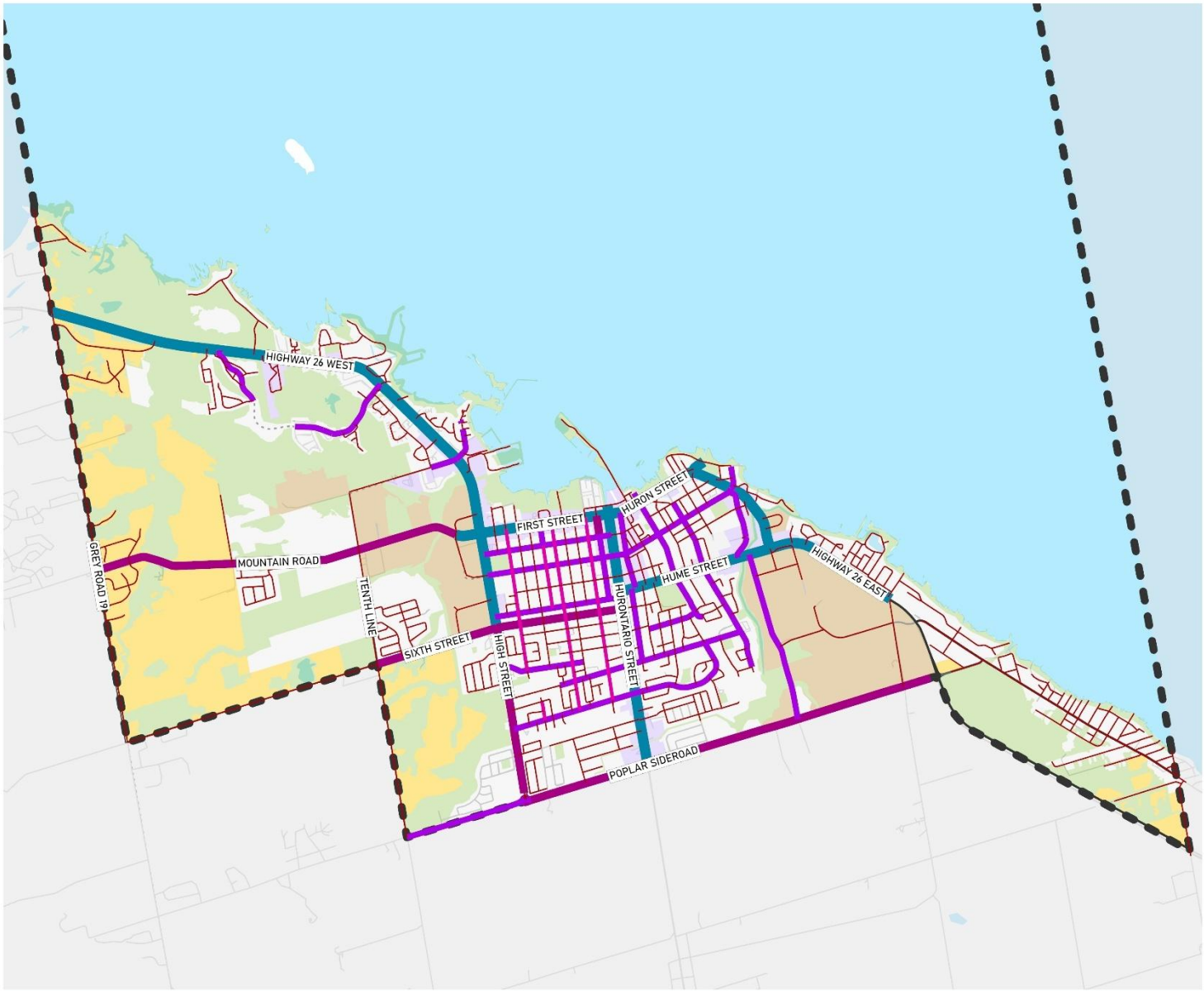
Parking

Parking in Collingwood is an integral piece of the current transportation network. Currently, parking is municipally regulated through By-laws and facilitated both privately and municipally through the provision of on-street and off-street facilities in parking structures, surface parking lots, garages and on driveways. As the Town's transportation network has grown to be more multi-modal, many parking locations currently support EV charging and parking facilities for active transportation.

As part of a the MMTP, a study of on-street parking on Hurontario Street between First Street and Hume Street within the Town of Collingwood was completed. Hurontario Street is an important link in the Town's existing transportation network, serving as a major north-south arterial road as well as the focus of the Downtown core. The primary objectives of this study were to:

- Conduct an operational and safety review of Hurontario Street from First Street to Hume Street to identify any existing deficiencies or issues,
- Identify opportunities to introduce additional active transportation facilities along the corridor to make the street more pedestrian and cyclist friendly.

The complete Hurontario Street Study is provided in the Appendices. It includes an operational and safety review of Hurontario Street from First Street/Huron Street to Hume Street including the assessment of the existing roadway geometry, pedestrian and cyclist facilities, collision history, existing parking supply, and a summary of field visit observations. Additionally, an investigation to implement additional active transportation facilities along the corridor without requiring modifications to the existing curbs or sidewalks was conducted and a typical cross section of the active transportation/cycling facility option was provided.



TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

Average Annual Daily Traffic (AADT) Map

Road Volume

- 0 - 500
- 501 - 1000
- 1001 - 5000
- 5001 - 10000
- >10000

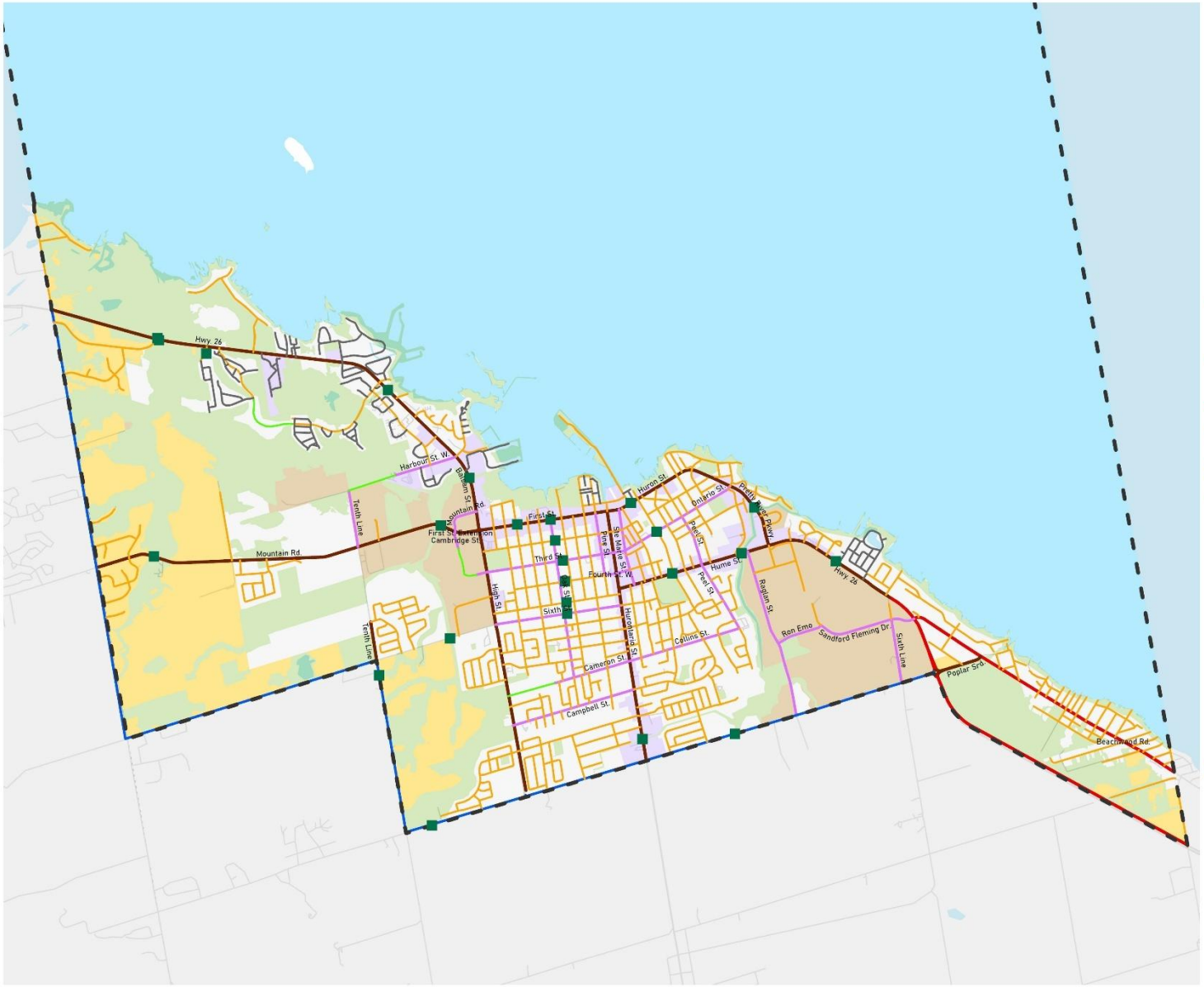
Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 07/03/2025



SINCE 1858 A PLACE TO LIVE WORK & PLAY
COLLINGWOOD

TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

ROAD CLASSIFICATIONS

Road Classification
- Provincial Road
- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road

Base Mapping
- Municipal Boundary
- Bridges
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT
DATE: 07/03/2025

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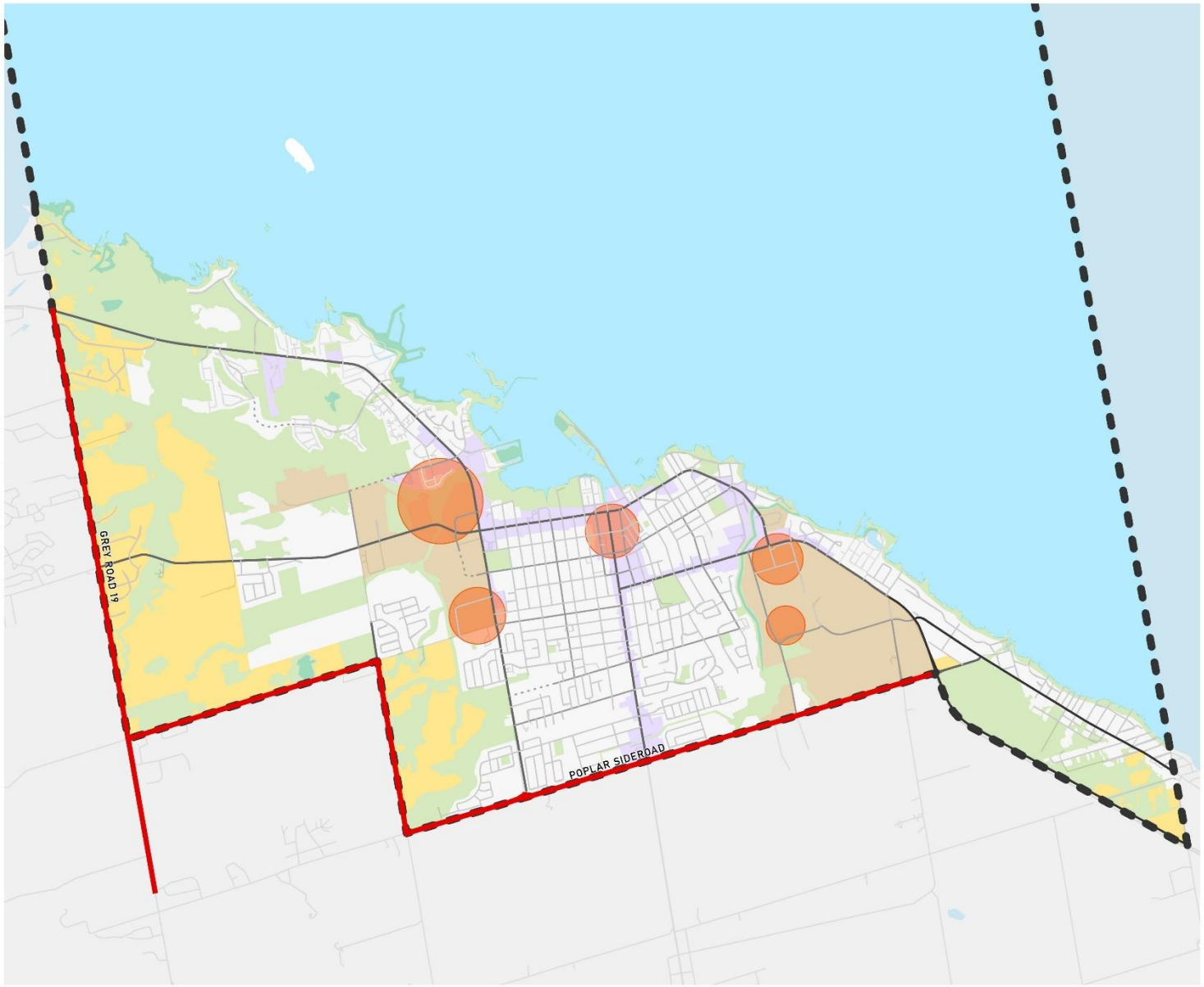


TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

EXISTING TRUCK ROUTES

Existing Truck Route Network

- Current Truck Route Network
- Areas with High Truck Activity

Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 06/23.2025

6.3 Network Safety Review

A collision analysis and network safety screening analysis throughout the Town's road network using available historical collision data was undertaken to present any collision trends or patterns within the Town and to identify priority locations for further safety investigation. The analysis was guided by and took into careful consideration the Vision Zero approach to road safety. The objective of the Vision Zero approach is to eliminate deaths and serious injuries resulting from traffic collisions on the road network.

The Network Screening and Collision Analysis memorandum is provided in Appendix E. The memorandum includes the following components.

- Collision history analysis
- Network screening analysis to compare midblock and intersection locations
- Development of a priority list of locations for further investigation

6.3.1 Collision Analysis

A detailed collision analysis was conducted for the Town's road network for the approximately six-and-a-half-year period from January 2017 to early August 2023[11] to identify any collision patterns or trends that can be observed. A total of 1,643 collisions were included in the analysis. Figures at the end of Section 6.3 illustrate the number of collisions that occurred within the Town by year and severity and breaks down the collisions by collision type. Based on the results of the collision analysis the following can be observed.

- An average of approximately 248.9 collisions per year occurred throughout the Town during the analysis period.
- Predominant collision types over the analysis period were rear end collisions followed by turning movement, angle, and Single Motor Vehicle (SMV) collisions. For collisions at intersections, the proportion of rear end, turning movement, and angle collisions increased.
    - Generally, rear end collisions may be caused by congestion, high travel speeds, inadequate clearance time, high number of access points, and driver distraction. Rear end collisions may also involve drivers following the vehicle ahead too closely.
    - Turning and angle collisions may be caused by congestion, high number of access points (as drivers try to turn into a driveway), inadequate sight distance, and driver distraction.
    - SMV collisions are generally attributed to the driver losing control of the vehicle, being impacted by a wild animal, or the driver condition.
    - In general as congestion is reduced and roads are maintained; there are fewer collisions. The Town should maintain or reinforce annual funding for maintenance and operational improvements within the road network.
- Of the 1,643 reported collisions included in the analysis 229 (14%) resulted in a non-fatal injury and one resulted in a fatality.
- The collision analysis indicated that about 82% of collisions occurred in daylight conditions and 77% of the collisions occurred in clear weather.
- The analysis indicates that adverse environmental conditions such as darkness and wet or snowy environmental conditions may be a contributing factor to approaching (head-on) and single motor vehicle collisions.
- The number of collisions is higher in the winter months (November to February) and the summer months (July and August).
- The number of collisions involving Property Damage (PD) dropped the most in 2023.
- There were 28 collisions that involved a pedestrian and 49 collisions that involved cyclists during the analysis period. The proportion of these collisions that resulted in an injury is significantly higher. This highlights that active

[11] For calculation purposes, the number of years used in the analysis period is 6.6 years.

transportation users (pedestrians and cyclists) are vulnerable road users whose safety while using the transportation network must be carefully considered and prioritized.

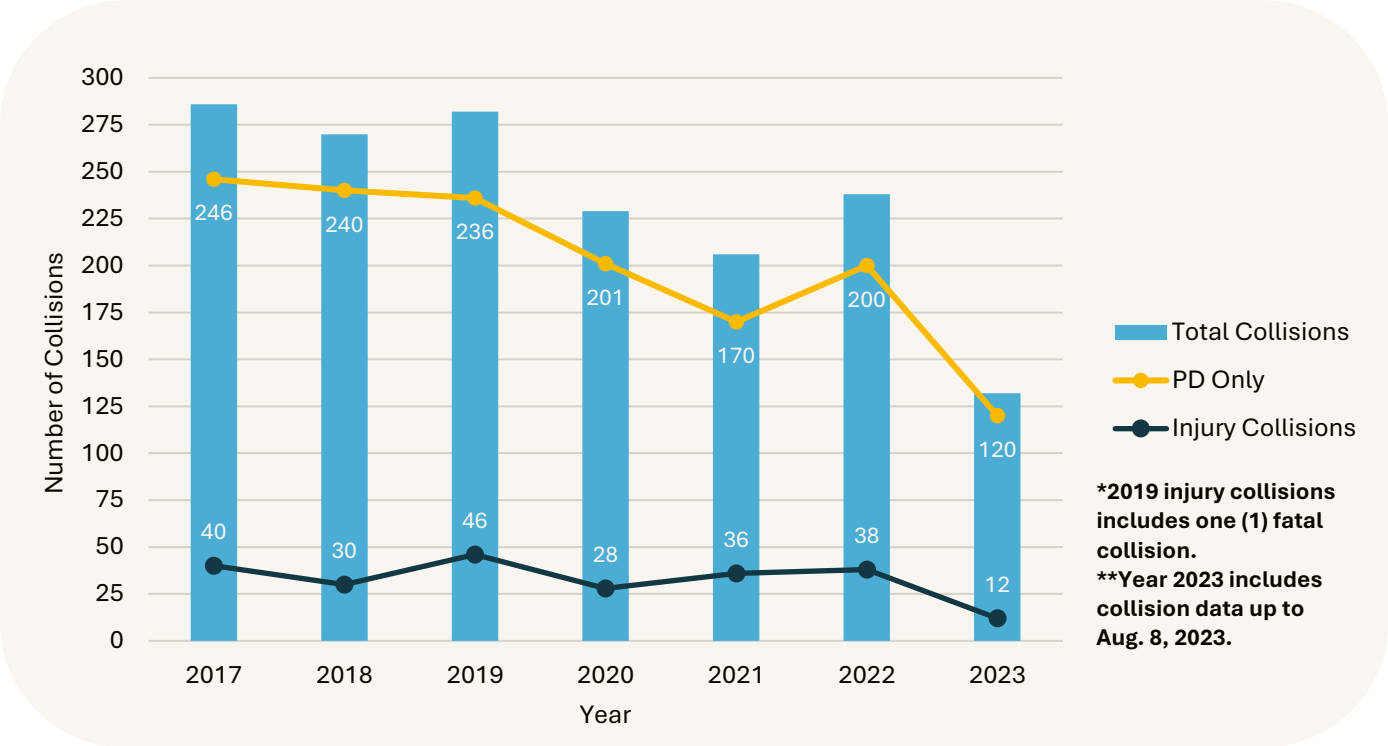


Figure 17: Total Collisions by Year and Severity

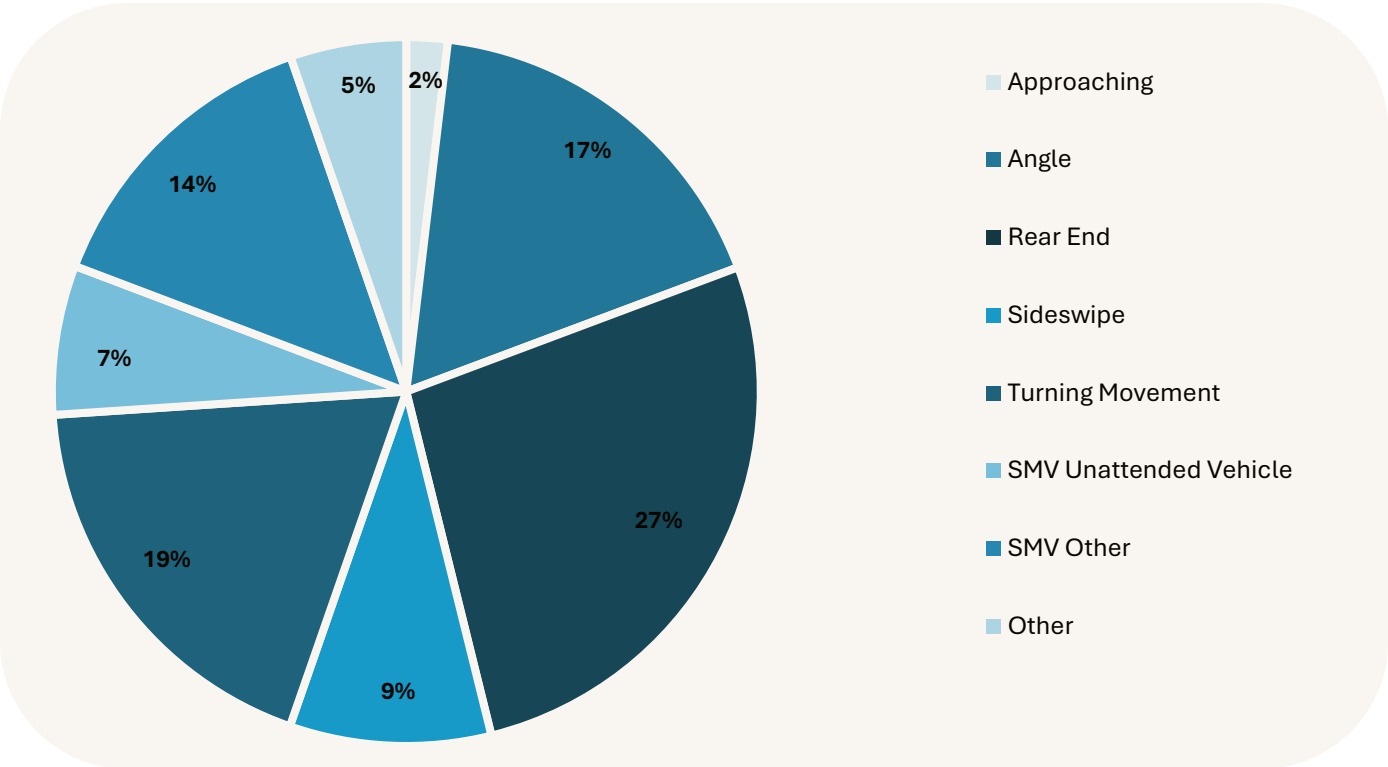


Figure 18: Collision Type by Percentage

The maps observed at the end of Section 6.3 illustrates collision rates (number of collisions per year per million vehicles).

6.3.2 Network Screening

The objective of the network screening analysis was to identify sites with the potential to reduce future collision frequency and severity. The results serve as a starting point for future investigation and are not indicative of any specific deficiency or safety issue. Considering Vision Zero, the evaluation and prioritization of locations focus on collision severity and collisions involving vulnerable road users (pedestrians and cyclists).

Identification of Locations

The first step was to identify the locations to be screened. In total, 19 intersections and 37 road segments throughout the Town were considered as part of the network screening analysis. These locations contain 1,303 of the 1,643 (79%) total collisions and 195 of the 230 (85%) collisions resulting in an injury or fatality that occurred during the analysis period.

Performance Measures

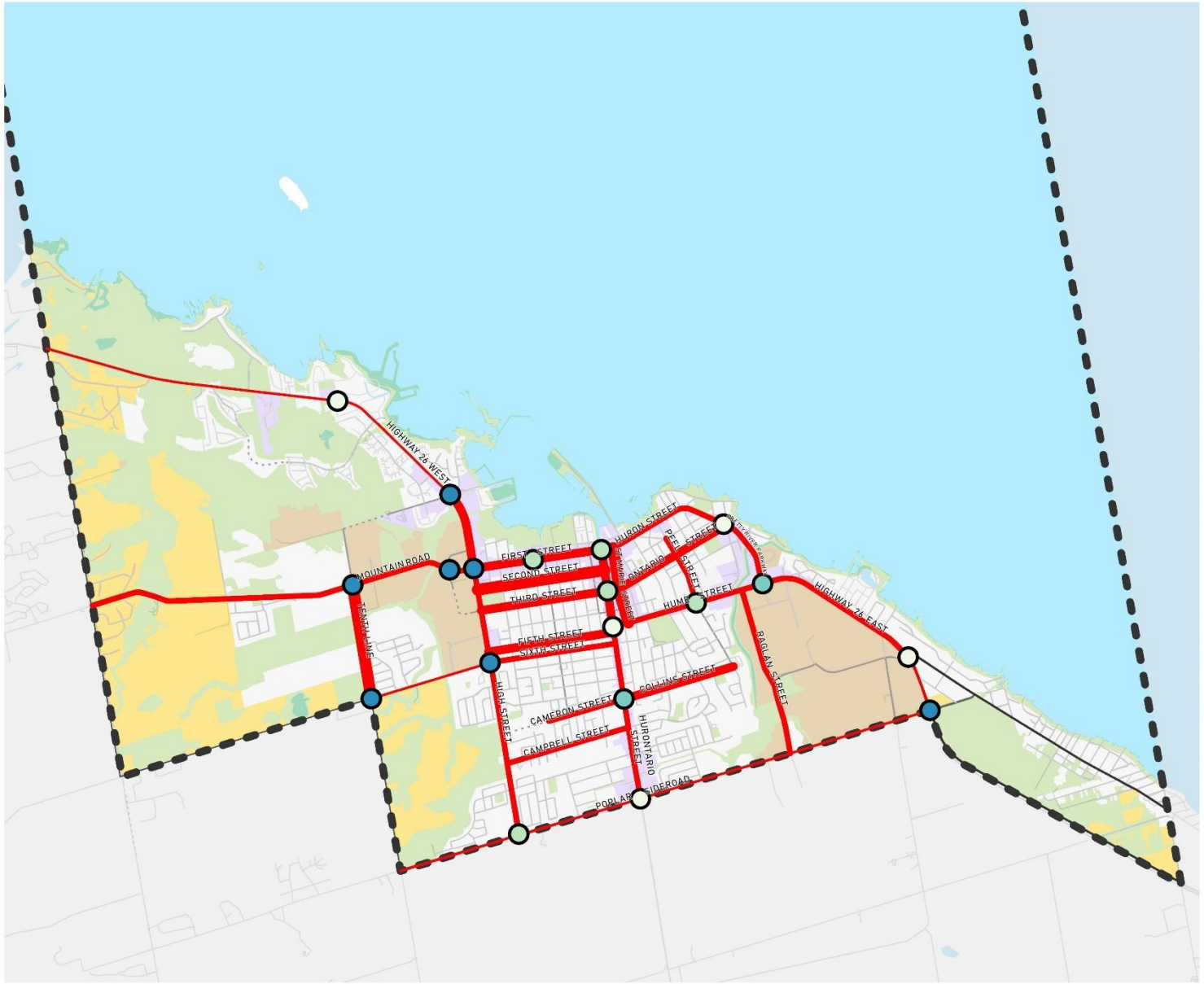
The next step of the network screening analysis was to select and calculate the performance measures used to evaluate the intersection and road segment locations. Considering Vision Zero and the desire to prioritize the safety of active transportation users, the primary performance measures selected for this network screening analysis are fatal/injury collision frequency and frequency of collisions involving vulnerable road users (the number of these collisions that occurred over the analysis period). Average collision frequency and collision rate for each location were also calculated as part of the analysis.

Evaluation and Prioritization of Locations

The results indicated that the locations with most fatal/injury collisions and vulnerable road users occur on arterial roads, in particular on Hurontario Street and the portion of Highway 26 (Huron Street, First Street, and Balsam Street), that runs through the main commercial area of the Town. Second Street between High Street and Hurontario Street is an outlier as a local road, which may be indicative of a potential safety issue along that roadway. High Street stood out as a location with a high frequency of collisions involving cyclists. The segment between First Street and Sixth Street had the most collisions involving vulnerable road users with six, including five involving cyclists. Additionally, the intersection of High Street and Sixth Street had three collisions involving cyclists.

6.3.3 Results and Recommendations

The network screening analysis results serve as the starting point for future investigation. Many of the identified segments and intersections have previously been identified by the Town for multi-modal improvements, where safety conditions for active transportation users including pedestrians and cyclists will be prioritized. The next step is for the Town to conduct a safety review at specific locations and identify appropriate countermeasures if applicable.



SINCE 1858 A PLACE TO LIVE WORK & PLAY
COLLINGWOOD

TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

COLLISION RATES

Collisions at Intersections

Collision Rate

- 0.127 - 0.226
- 0.227 - 0.321
- 0.322 - 0.482
- 0.483 - 0.674

Collisions on Midblocks

Collision Rate

- 0.035 - 0.341
- 0.342 - 1.279
- 1.280 - 2.430
- 2.431 - 3.904

Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 06/26/2025

exp.

6.4 Active Transportation

This section details what active transportation is, Collingwood's existing active transportation network and why prioritizing active transportation is important for Collingwood's future. Challenges and opportunities with the current active transportation network will be explored in Chapter 7 and will strengthen our understanding of existing network gaps and deficiencies. In relation to the Town's mobility pillars and strategic goals, the network gaps identified in this section provide the foundation to establish network recommendations, policies and projects for implementation. These are presented in Chapter 8.

6.4.1 What is Active Transportation and Why is it Important to Collingwood

Active Transportation includes physical movement to take a person between origins and destinations, in lieu of a vehicle or transit trip or partial trip, including to adjacent municipalities. Active Transportation entails any form of human-powered travel, including walking, cycling, skateboarding, wheelchair use, rollerblading, snowshoeing, skiing, and skating. In the recent adoption of new transportation technology, forms of micro-mobility have been included under the umbrella of active transportation. These modes offer a sustainable, healthy, and accessible way for people to move around their community. Collingwood's main goals for active transportation to maintain a mode-inclusive transportation network that emphasizes physical activity and reduces transportation barriers.

Walking (including those using mobility aids) accounts for about **3.5% of all travel in Collingwood**. Walking is also a component of any trip, whether one is walking to/from a bus stop or their parking space. Within Collingwood, pedestrians can use existing multi-use pathways, trails and sidewalks. To increase walking, gaps within the existing pedestrian network should be filled. Networks should be expanded to increase safety, access and use.

Cycling is growing in popularity around the region. With significant interest from residents, cycling has become an ideal mode for short- and medium distance trips within the Town. Cycling makes up about **1.7% of all travel in Collingwood**. To increase this level of activity, efforts need to be made to remove obstacles, address gaps in the AT network, and expand the network. Safe, comfortable infrastructure for both hesitant and confident cyclists will encourage cycling in Collingwood.

Encouraging more residents and visitors to choose AT helps Collingwood advance its environmental, public health, and sustainability goals. A well-connected AT network also supports tourism and provides more travel options for people of all ages and abilities. To maximize the impact of AT, it's essential that the network is designed with All-Ages-and-Abilities (AAA) principles in mind. Facilities that are safe, comfortable, and accessible for everyone are far more effective at encouraging active travel and reducing reliance on vehicles. This, in turn, can reduce the need for costly investments in expanding road infrastructure.

For Collingwood, this presents significant opportunities. The Town's existing connections to natural areas—both within its boundaries and to neighbouring municipalities position it to benefit from expanded active transportation infrastructure. By investing in an inclusive and connected active transportation network, Collingwood can enhance its appeal as a destination for recreation and tourism while improving the quality of life for residents. As seen in the Strategic Goals, Collingwood's main goals for active transportation pertain to maintaining a mode-inclusive transportation network that emphasizes physical activity and reduces transportation barriers.

6.4.2 Existing Active Transportation Network and Identified Network Gaps

Collingwood's existing active transportation network consists of a pedestrian network, cycling network and an additional trails and multi-use pathway network. The overall network provides facilities for users to walk, cycle and complete any transportation activities that involve micro-mobility and other forms human-powered travel. This section highlights each of the specific networks operating under the umbrella of active transportation and identifies active transportation hot-spots and key network gaps and deficiencies that impact access and connectivity. Identified network gaps and deficiencies have been analysed in Chapter 8 and recommendations for infrastructure projects and policies to cover these gaps and deficiencies will also be found in Chapter 8.

How Accessible is Active Transportation in Collingwood?

Access to active transportation is an important question for residents in Collingwood. As efforts are continuously being made to encourage the use of active transportation facilities in achieving overall travel demand objectives e.g. reducing the modal shares of single occupancy vehicles, providing safe access and providing inclusive infrastructure is central for regularly opting for active transportation. To determine how accessible the network is, Spatial Access Measures (SAM)[12] for walking and cycling have been applied to gauge accessibility via active transportation to different land-uses for users in Collingwood. These measures have been extracted from Statistics Canada's update on SAM from 2024. Access measures for Educational Facilities and Employment have been evaluated here as these land-uses attract transportation users from different age-groups.

Sections on each map in Figure 19 are scored from 0-1 to detail accessibility for users in the context of cycling with all ages and abilities infrastructure and walking for commuting purposes. 0 on this scale indicates low access via active transportation, while 1 indicates high accessibility to Educational Facilities and Employment via active transportation infrastructure. An optimal SAM score is close to 1. These scenarios have been specifically chosen to reflect access to K-12 institutions for children, and to provide an extension of previous analysis on commuting behavior in Section 5. Examining infrastructure access for these cohorts provides a baseline measurement for determining future requirements around town. Based on what is seen in Figure 19, there is a significant lack of appropriate infrastructure for all-ages and abilities for attaining employment. More infrastructure is available around schools, but improvements are required to provide all-ages and abilities infrastructure. The same can be said for pedestrians. The levels measured exhibited in Figure 19 are low. Even as improvements can be made, it is important to note that Collingwood hosts many local streets with low volumes and speeds.

Pedestrian Infrastructure

The 2024 OP along with the Active Transportation Plan (2013-2018), Active Transportation Framework (2017) and Cycling Plan (2019) have created goals to develop a safe, multi-modal, and integrated transportation system. The pedestrian network is an essential part of the active transportation system providing infrastructure for pedestrians and other active transportation users.

Collingwood has an extensive network of sidewalks and trails throughout the Town, but there are some gaps and inconsistencies, especially within the local street network. Local streets within Collingwood typically have a sidewalk on at least one side of the street. The 'tree' streets (e.g. Pine Street, Maple Street, Walnut Street) for example have some inconsistency between sidewalk infrastructure – with some streets having sidewalks on both sides, some with one sidewalk and some with no sidewalk independent of the street's classification. Throughout this study, the need for new sidewalks on existing streets has been evaluated while considering future capital plans for street repaving and reconstruction.

Additional gaps in pedestrian connectivity on some streets have been identified including the Georgian Meadows subdivision (Sixth Street to High Street), High Street between Campbell Street and Chamberlain Crescent, and sections of Poplar Sideroad, where there are gaps in active transportation infrastructure. These gaps will be important to complete as

[12] https://www150.statcan.gc.ca/n1/pub/27-26-0001/272600012023001-eng.htm

the Town continues to grow to provide residents with appropriate infrastructure to reduce car dependency and provide safe, accessible and attractive alternatives for residents in lieu traveling by vehicle.

The MMTP recognises that the development of the existing active transportation network, from its initial construction by developers may have created minor gaps or discontinuities within the network. Historically, sidewalk construction is managed by developers in development-phases of new subdivisions or neighbourhoods. In neighbourhoods where sidewalks are constructed at a later date, Local Area Improvements are planned in collaboration with the Town and paid for by owners along a street. It is at the discretion of the town to decide to build the Local Area Improvement with taxpayer funds if it is an important corridor for trips; like the walking equivalent of a connector/arterial.

In comparison to Schedule 5 of the 2024 OP detailing the current Active Transportation Plan, this gap analysis specifies the location of sidewalks and shows connections to existing pedestrian infrastructure including trails and multi-use pathways. Unlike Schedule 5, it does not show the locations of future active network plans and improvements. As such, additional data will be required to show the location of future improvement plans in future maps to efficiently visualize network gaps.

Cycling Infrastructure

The Town's existing cycling infrastructure consists of on-street bike routes, dedicated painted bike lanes, and on/off street trails. The map showing the town's cycling routes and infrastructure, shows a partially connected network that does have gaps.

The Town of Collingwood Cycling Plan (2019) has informed the development of cycling infrastructure in the Town. Since its adoption, The Plan has established a well-connected network and has provided preliminary recommendations for facilities based on Ontario Traffic Manual (OTM) Book 18 (2013) that has completed some existing gaps in the network. Recommended cycling facilities within the plan consist of shared facilities (sharrows, paved shoulders, bicycle boulevards) and separated facilities (painted bike lanes, trails).

With recent advances in design guidance in OTM Book 18 (2021) for cycling infrastructure, recommended facility types have been reviewed with the aim to meet All-Ages-and-Abilities (AAA) cycling design criteria. All-Ages-and-Abilities cycling design places an emphasis on providing safe and appropriate infrastructure for all cyclists, including children, seniors and those who may not be comfortable cycling with or adjacent to vehicular traffic, with the goal of creating a network that is attractive to residents that are not already cycling and increasing active transportation mode share. OTM Book 18 emphasizes physically separated infrastructure on streets with higher vehicle speed and volumes.

Trails and Multi-Use Pathways (MUPs)

Collingwood has an off-street trail system that supplements the street network for active transportation. The trails provide over 60 km of safe and comfortable routes for active transportation users that are complete separated from vehicular traffic. The Train Trail is the primary north-south spine of the trail network traveling through the length of the town from the waterfront and Harbourview Trail/First Street, making connections to the neighbouring community of Stayner. The Harbourview Trail/First Street runs east-west through the downtown core and connects to the Georgian Trail and Mountain Road Trail to the west. The Collingwood to Blue Mountain Village Trail Study (2017) identifies a future route for extending the Mountain Road Trail to Blue Mountain. This route will provide a trail connection for residents travelling between Collingwood and Blue Mountain. Various spurs and short neighbourhood connections provide active transportation connections between residential areas where there are gaps in the street network, such as the Walnut Trail.

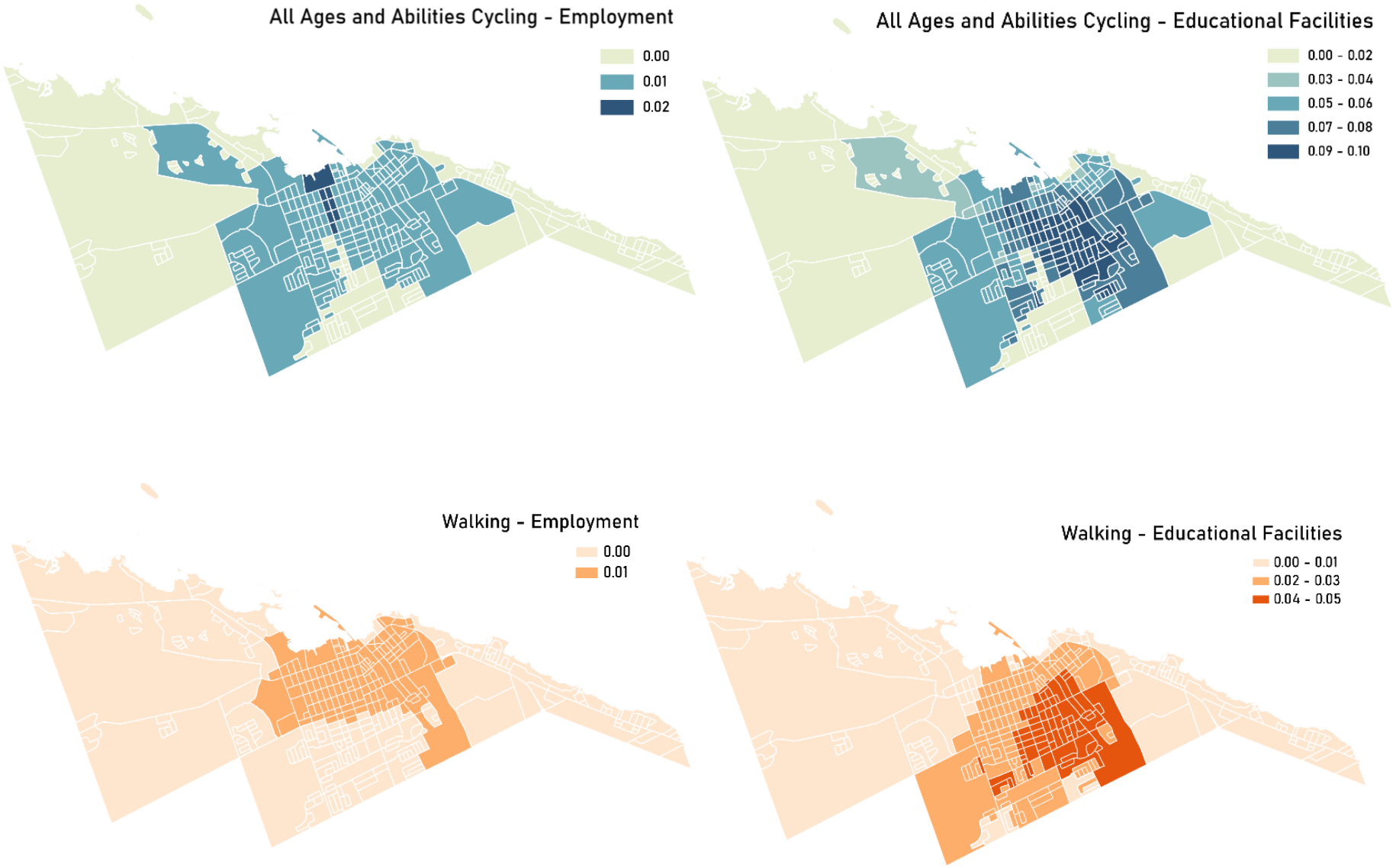
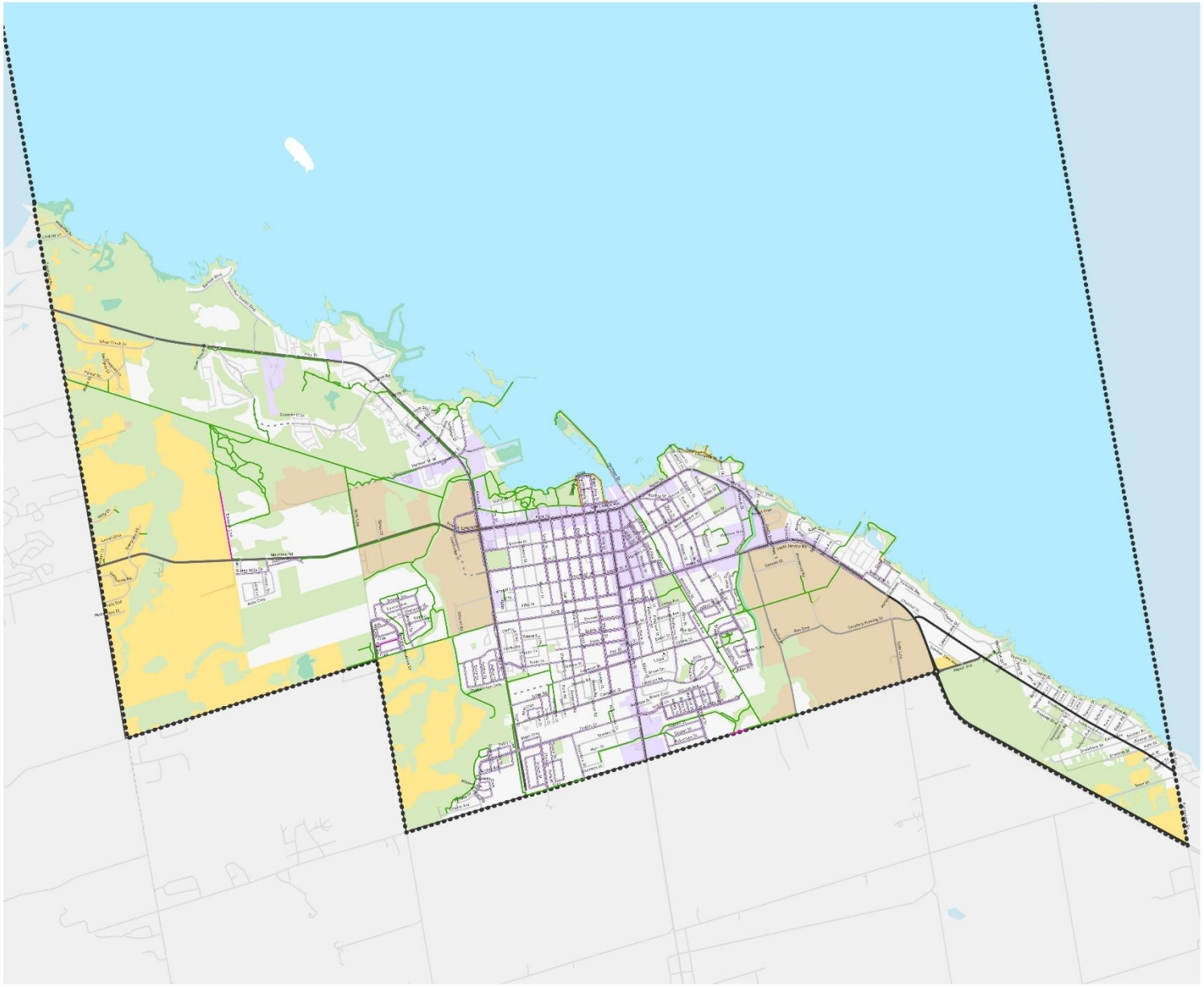


Figure 19: Spatial Access Measures for AAA Network and Pedestrian Network. Access to available infrastructure is scored from 0-1.



TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

PEDESTRIAN FACILITIES

Existing Pedestrian Facilities

- Existing Sidewalks
- Existing Multi-Use Pathways (MUP)
- On Road Trail
- Off Road Trail

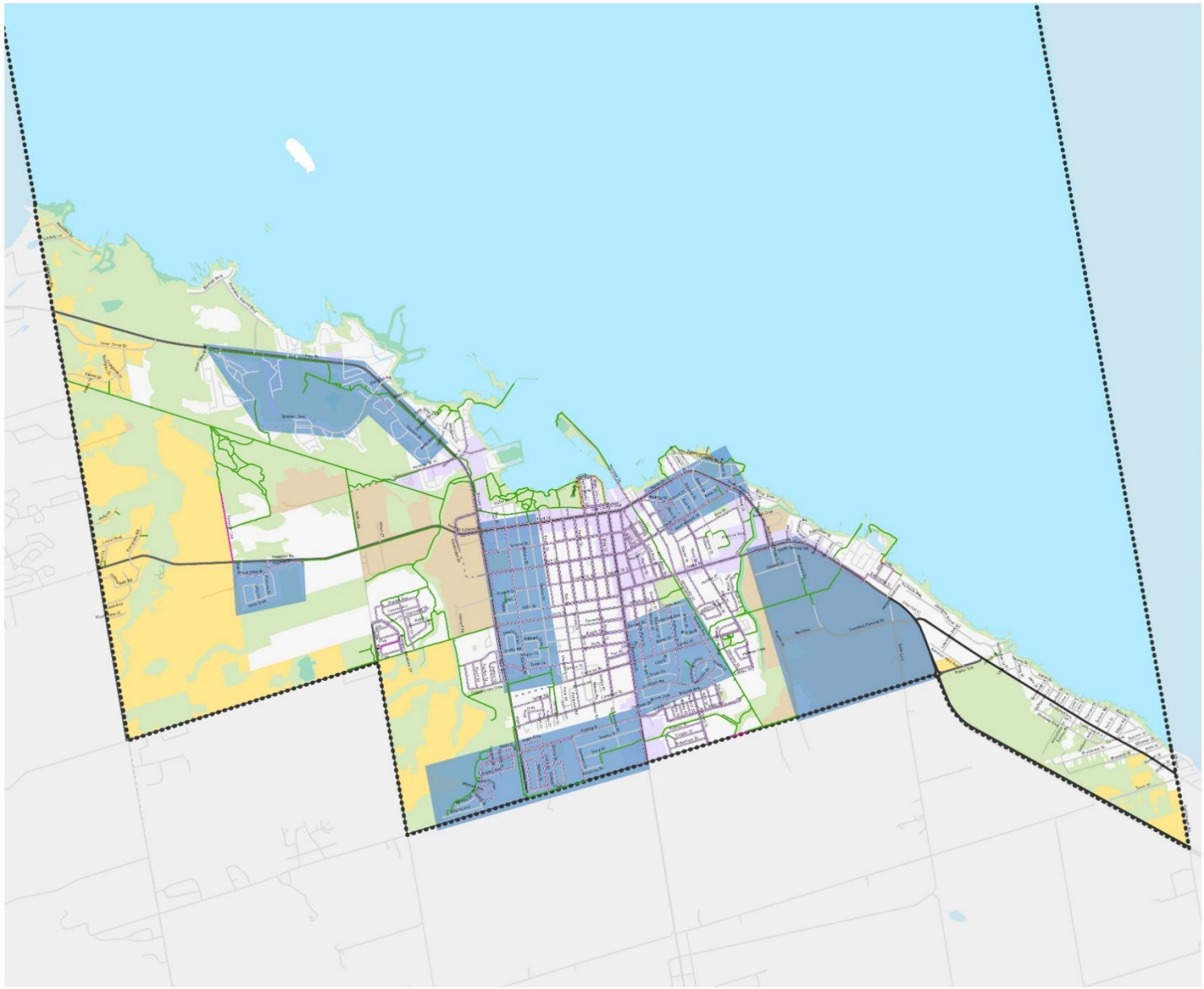
Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 10/9/2025



TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

SIDEWALK GAPS

Existing Pedestrian Facilities
- Existing Sidewalks
- Existing Multi-Use Pathways (MUP)
- On Road Trail
- Off Road Trail

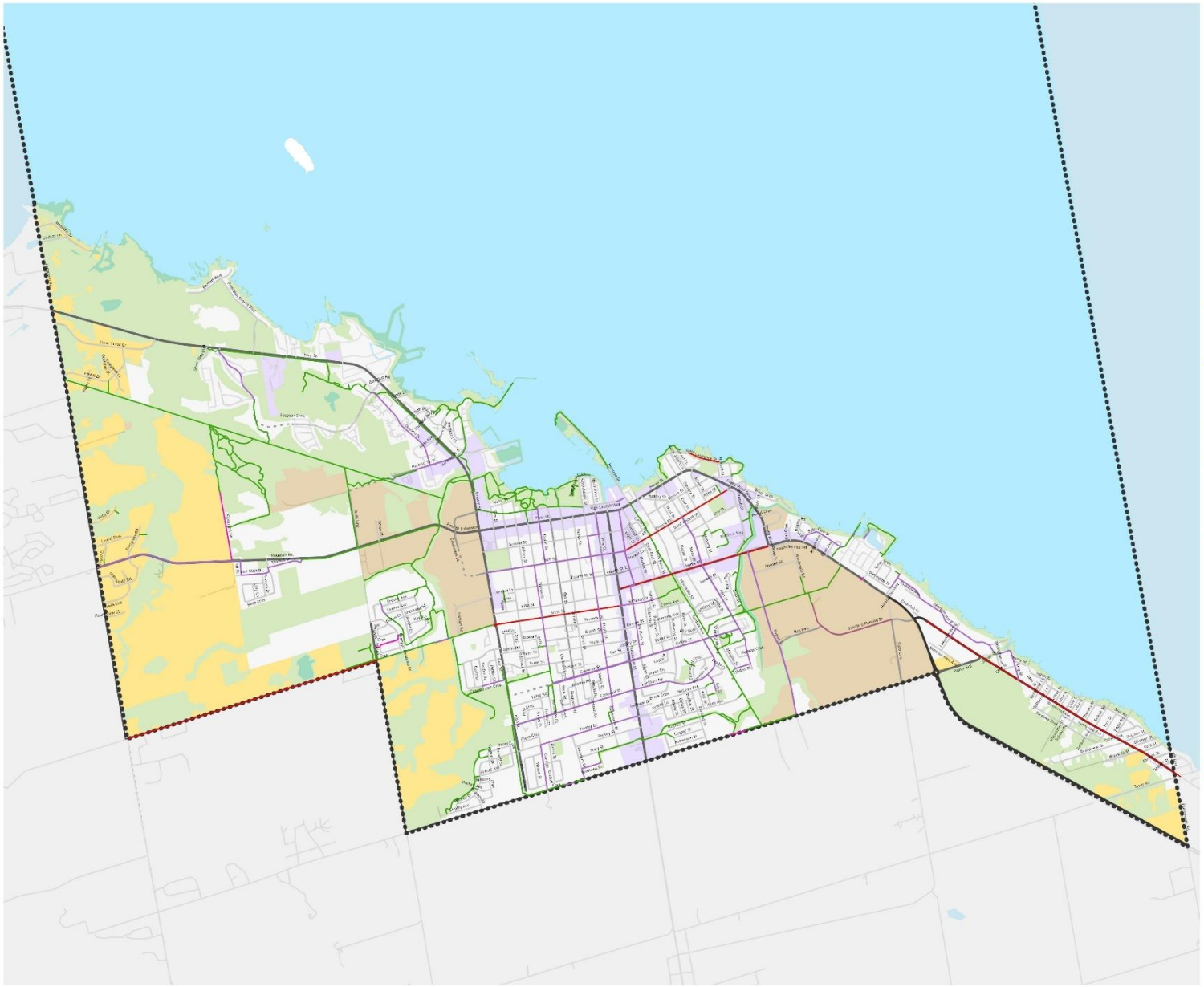
Sidewalk Gaps
- Sidewalk Gaps

Base Mapping
- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 10/9/2025



TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

CYCLING FACILITIES

Existing Cycling Facilities

- Existing Signed Bike Route
- Off Road Existing Trail
- On Road Trail
- Existing Painted Bike Lane
- Paved Shoulder

Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 07/07/2025

6.5 Transit

This section presents characteristics of Collingwood's existing transit network. It provides a description of service gaps and opportunities to enhance current services. Developed recommendations, programs and policies to achieve broader Town objectives for transit service are provided in Chapter 8.

6.5.1 Why is Transit Important for Collingwood?

Transit is an important piece of any transportation system. Transit is the middle ground between single-occupancy travel and active transportation. It is a transportation mode for moderate or long-distance travel that provides mobility for people who can't or choose not to drive. The provision of transit enhances transportation equity through affordability and helps municipalities manage congestion by providing a means for people to travel without a car. Currently, transit accounts for 1.1% of the Town's overall mode share. As Collingwood changes, new residents, new development and employment are generating increased travel demands that need to be met. This presents both a need and an opportunity to grow the 1.1% mode share, expand existing services and tailor them to meet specific Town needs.

6.5.2 Existing Transit Services and Ridership in Collingwood

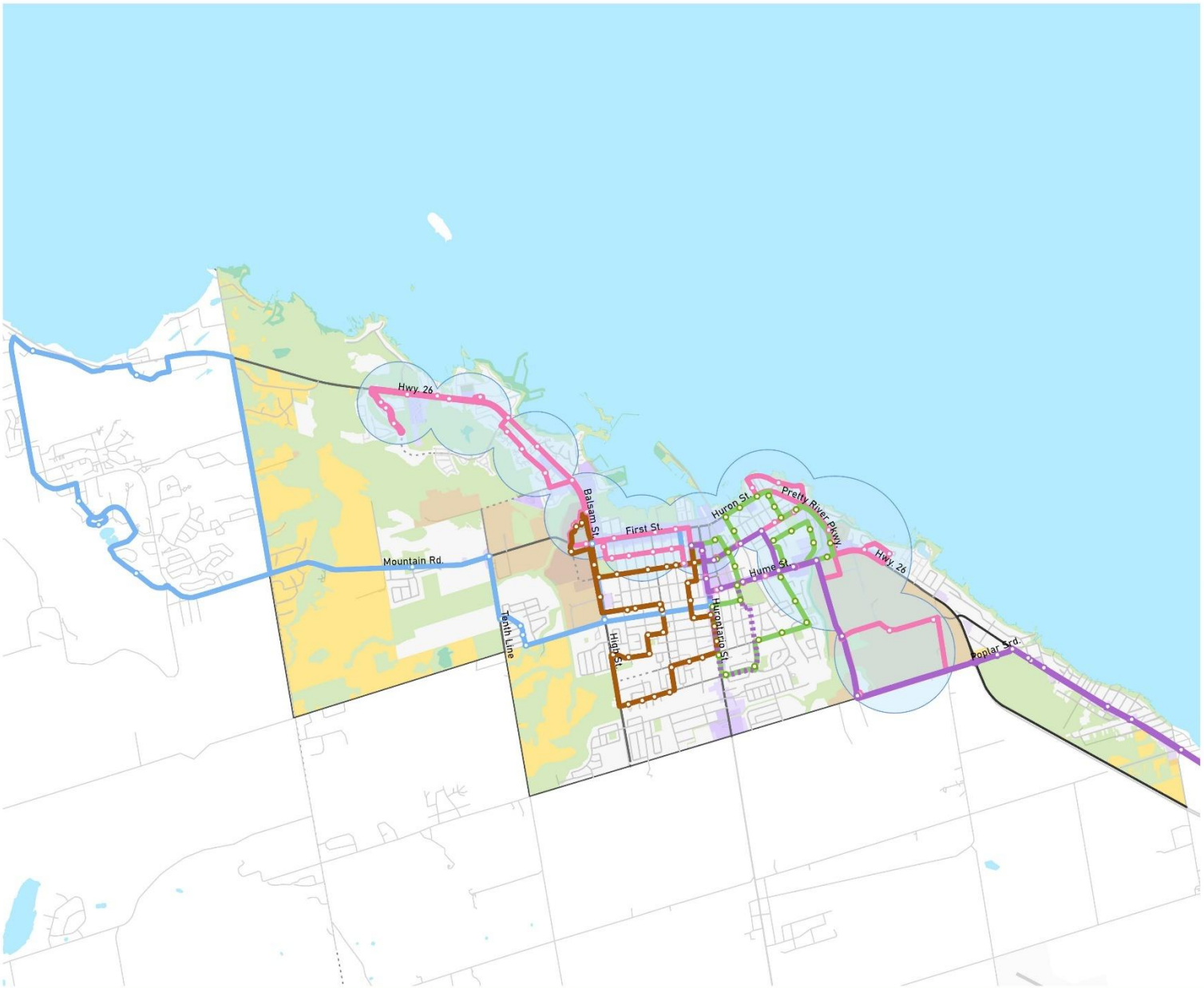
Colltrans is the public transit provider that serves the Town of Collingwood and the Town of Blue Mountains to facilitate a loop to the Blue Mountains Region. The main transit hub is located at the corner of Second Street and Pine Street in Collingwood, where three local transit routes operate at 30-minute intervals and two regional routes operate at one-hour intervals.

At present, Colltrans also operates an on-demand pilot, which is only available on weekends and runs along all existing bus stops on the Crosstown Route. Collingwood also has an accessible transit service which operates between 6AM – 11PM, everyday. The accessible service is a door-to-door service intended for users that are unable to use the conventional fixed route system. Trips are pre-booked by the user in advance or at the time of a ride. All inter-municipal and regional connections to Collingwood are offered in partnership with the Town of The Blue Mountains (B-LINK) and Simcoe County (LINX Transit: Collingwood to Wasaga Beach). Other service providers that offer services include FlixBus.

6.5.3 Service and Coverage Gaps

In 2021 Colltrans underwent a review which considered testing transitioning transit service to a full on-demand model and expanding service coverage. The conventional network coverage is adequate for the majority of the Town, but areas near the southern (between Findlay Drive/Tracey Lane and Poplar Sideroad) town limits have indirect routes to access the nearest transit stop that can exceed 1 km in walking distance. Establishing target walking distances to transit and expansion or rerouting of transit to serve these neighbourhoods and future residential developments has been explored in Chapter 8.

Annual transit boarding data for individual stops (September 2023 – September 2024) has been provided by Collingwood (shown in Figure 9). The data reveals that the busiest transit stops are located at the Second Street transit station, the Blue Mountain resort, the Blue Mountain Centre, and Sixth Street. As the boarding data shows that the busiest transit stops are located near the southern Town limits, Chapter 8 provides recommendations to address service coverage around the southern town limits.



TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

TRANSIT NETWORK

Transit Routes Operating in Collingwood

- Blue Mountain Transit Link
- Collingwood Crosstown Route
- Collingwood East Route
- Collingwood West Route
- Simcoe County LINX Route 4: Collingwood to Wasaga Beach
- Simcoe County LINX Route 4: Collingwood to Wasaga Beach (5-6 PM)
- Weekend On Demand Transit Service Area

Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

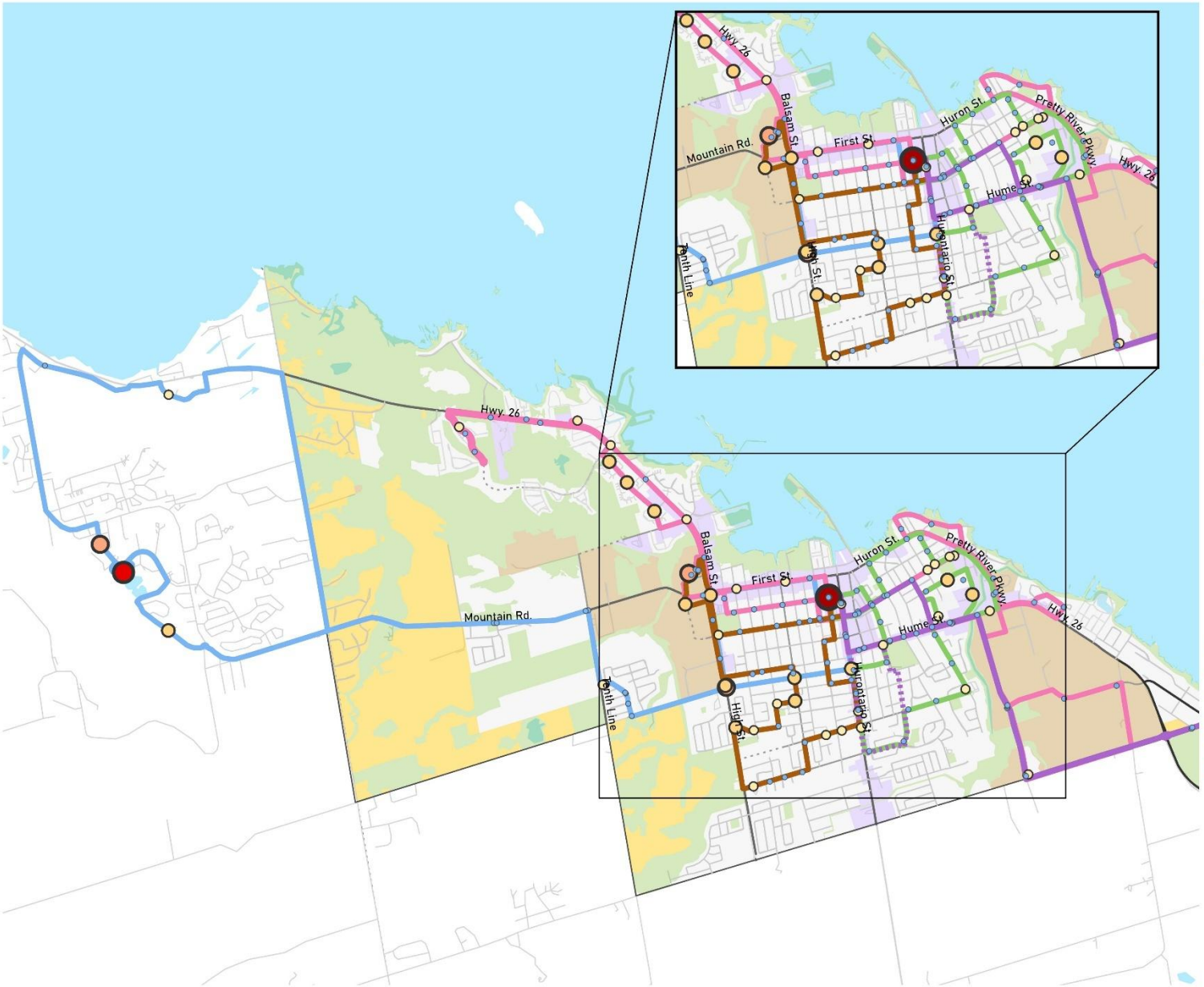
Transit Stops

- Blue Mountain Transit Link
- Collingwood Crosstown Route (East)
- Collingwood Crosstown Route (West)
- Collingwood East Route
- Collingwood West Route
- Simcoe County LINX Route 4: Collingwood to Wasaga Beach

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 06/24/2025



TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

TRANSIT RIDERSHIP

Ridership Levels (Boarding Frequency) at Bus Stops

- 0 - 400
- 401 - 1400
- 1401 - 3300
- 3301 - 6000
- 6001 - 14200
- 14201 - 43900

Transit Routes Operating in Collingwood

- Blue Mountain Transit Link
- Collingwood Crosstown Route
- Collingwood East Route
- Collingwood West Route
- Simcoe County LINX Route 4: Collingwood to Wasaga Beach
- Simcoe County LINX Route 4: Collingwood to Wasaga Beach (5-6 PM)

Base Mapping

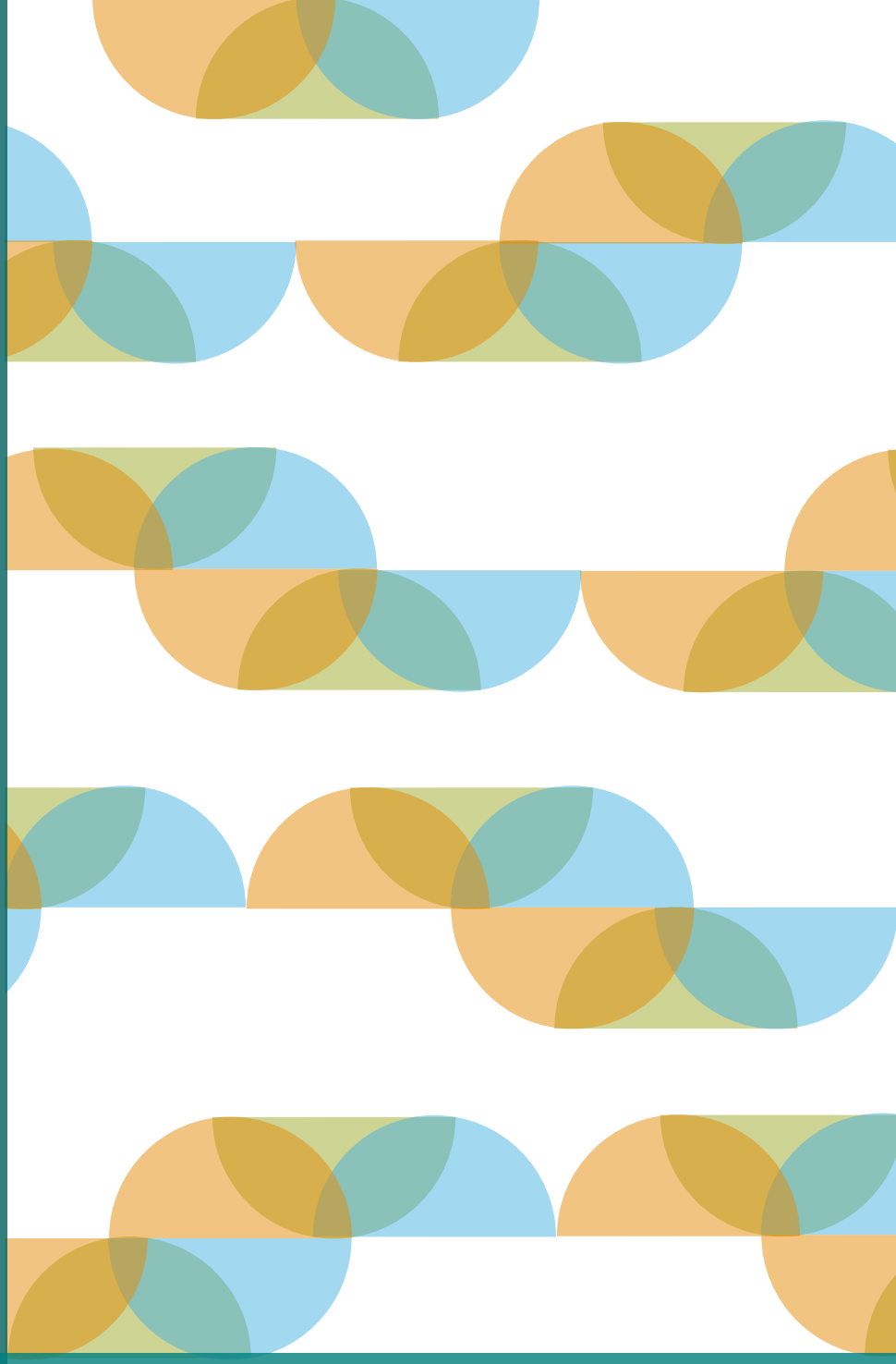
- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 06/24/2025

Needs & Opportunities is a focused section that highlights key findings from the existing conditions analysis. This section details priorities for each Mobility Pillar based on transportation.



07

Needs & Opportunities

Transportation Needs and Opportunities were defined through evaluating transportation trends and existing conditions and reviewing stakeholder comments and public input from the first stage of the MMTP study period. Identifying needs are the starting point for determining future recommendations for actionable projects, policies and programs to implement over the next planning horizon.

Based on what the project team heard and evaluated, several key needs were highlighted. These have been broadly summarized to indicate the following needs:

- Provide more transportation opportunities for those unable to drive and promote a modal shift from personal vehicles to increased active transportation and transit use;
- Expand the transportation network to accommodate more growth and employment;
- Provide policies, strategies or by-laws to regulate new transportation technology;
- Optimize current network conditions;
- Improve network safety conditions; and
- Encourage more active transportation and transit use.

To understand how to address the listed **needs**, potential challenges have been identified. Identifying **challenges** in a needs and opportunities assessment ensures that developed recommendations respond to real community issues, concerns and priorities that have been raised. The process of identifying challenges helps recognize opportunities to meet specific community needs. That said, each of the challenges identified below have informed opportunity statements presented in Figure 21. These opportunity statements have been categorized based on mode-specific and policy development priorities according to each Mobility Pillar.

The following chapters of the MMTP will use these opportunity statements to shape recommendations to meet strategic goals for the next planning horizon.

Challenge 1: Network Gaps and Limited Transit Coverage

Addressing gaps in active transportation networks and expanding transit coverage presents unique challenges related to funding, infrastructure continuity, and service demand. However, in addressing network gaps and attending to service gaps, communities can provide better transportation services without compromising existing uses of space, while improving safety conditions and promoting modal shifts.

Land-use planning and development go hand-in-hand with defining new projects and policies to enact network expansion and complete small gaps. With active transportation and transit considerations becoming more prevalent in recent decades, it is important that considerations for active transportation and transit are integrated at the onset of new projects. In so, placing targeted investments in connecting pedestrian and cycling corridors, alongside planning through inter-municipal committees, applying flexible and scalable transit solutions such as on-demand services, can improve accessibility and proactively encourage multi-modal travel from the beginning. For Towns such as Collingwood, these strategies enhance community connectivity and promote healthier, more sustainable travel choices.

Challenge 2: Barriers for People of All Ages and Abilities

Removing barriers for people of all ages and abilities is critical to improving transportation services for all users. As communities veer towards attending the growing needs of an older user-base and tech-savvy youths, it is important that the transportation infrastructure, both physical and digital matches their needs. Design deficiencies such as missing curb ramps, narrow or discontinuous active transportation facilities, poorly marked and maintained crossings, inaccessible transit stops, and messy digital trip planning infrastructure create significant obstacles for safe and comfortable travel. Addressing these barriers through following universal design measures can increase user comfort and inclusivity. Attending to the needs all ages and abilities in Collingwood would reduce transportation barriers and help enhance community connectivity and promote equitable mobility for a broad range of residents and visitors alike.

Challenge 3: Road Safety and Public Health

An emphasis on road safety and public health improves travel conditions, reduces collision risk and improves user comfort within a transportation network. There will always be ways to improve road safety conditions and one the most successful ways to address challenges related to safety is for communities to adopt and commit to Vision Zero policies. Vision Zero policies, seek to eliminate all traffic-related fatalities and serious injuries, through applying proactive design principles that enhance safety conditions for all transportation users. When Vison Zero policies have been applied effectively, communities have experienced a range of positive outcomes that not only relate to reduced traffic related fatalities and accidents, but also to:

- Lower vehicle speeds;
- Sharing the shared network responsibly;
- Increased active transportation mode-shares, supporting healthier lifestyles;
- Increased modal inclusivity and higher network comfort; and
- Enhanced community livability and network resilience.

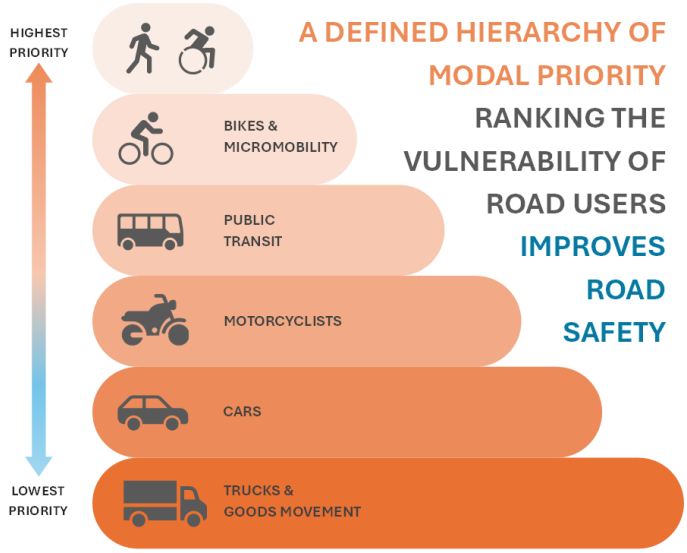


Figure 20: Hierarchy of Modal Priority

A key aspect of applying Vision Zero includes adopting a Hierarchy of Modal Priority. This hierarchy provides the framework to provide safer roadway conditions based on context and through prioritizing the needs of pedestrians, cyclists, and other vulnerable users over private vehicles. Adopting and integrating a strategy that is centred around providing enhanced road safety measures for active and vulnerable road users promotes equitable use of the network and further strengthens traffic safety and overall confidence that the transportation network supports the needs of all ages and abilities.

Challenge 4: Network Capacity and Congestion Issues

Challenges with network capacity and congestion can be solved through implementing strategies to improve network efficiency. Balancing network needs can efficiently improve network conditions. Balancing network needs provides a holistic framework for allocating street space across modes and aligning transportation investments with land-use patterns and growth areas. This approach considers all aspects of Collingwood's transportation system and allows the transportation system to respond to evolving demand and policy objectives.

Further, optimization measures such as signal coordination, turn-lane improvements, and roundabouts can be applied to alleviate network pressures overtime. In addition, adopting Complete Streets strategies can further complement these efforts through creating dedicated facilities for active transportation and transit. Although 'Complete Streets' framework is primarily centered around road safety, and active transportation and transit integration, it also supports long-term strategies for congestion management through context-sensitive implementation of protected crossings, sidewalks, separated cycling facilities, and transit priority lanes. Prioritizing the inclusion of this infrastructure provides efficiencies for active transportation and transit that can encourage users to move away from car dependency and transition towards multi-modal travel as dedicated network facilities are provided. As Collingwood works improves current network conditions, combining intersection optimization with Complete Streets strategies can be useful for improving mobility and network conditions.

Challenge 5: Integrating Sustainable Transportation & Emerging Transportation Technology

Integrating sustainable and emerging technologies in small towns like Collingwood presents unique challenges due to aged transportation infrastructure, limited municipal resources, and potential regulatory policy gaps. Establishing clear policies can encourage safe practices and create opportunities to integrate the practical and infrastructural needs of

emerging technologies to the existing network. With new technology rapidly changing the way people travel, it is necessary to evaluate how future entrants will impact future mobility over time. The introduction of micro-mobility is a prime example of the duality of both positive and negative implications for transportation networks worldwide. As their quick introduction was lauded with commentary on enhanced first- and last-mile connectivity and improved short-distance travel, negative connotations were drawn to unregulated parking and network safety.

As micro-mobility, EVs, shared, automated mobility and other forms of sustainable transportation modes continue to evolve, proactive planning and regulation will be critical to ensure that appropriate infrastructure policies, for both physical and digital facilitation is provided. This includes and is not limited to providing accessible parking spaces for micro-mobility and investing in municipal charging infrastructure for EVs and other sustainable vehicles.

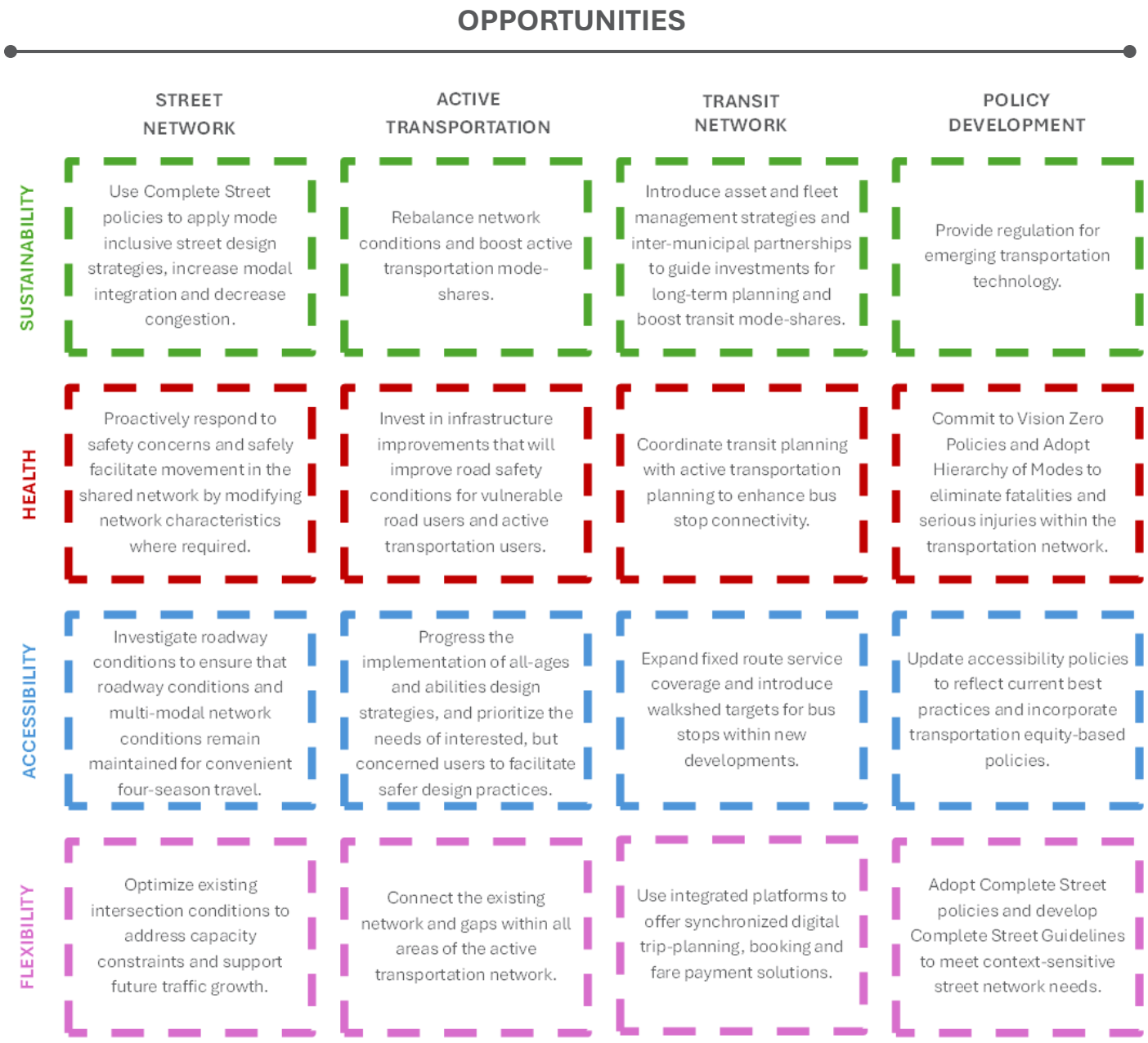
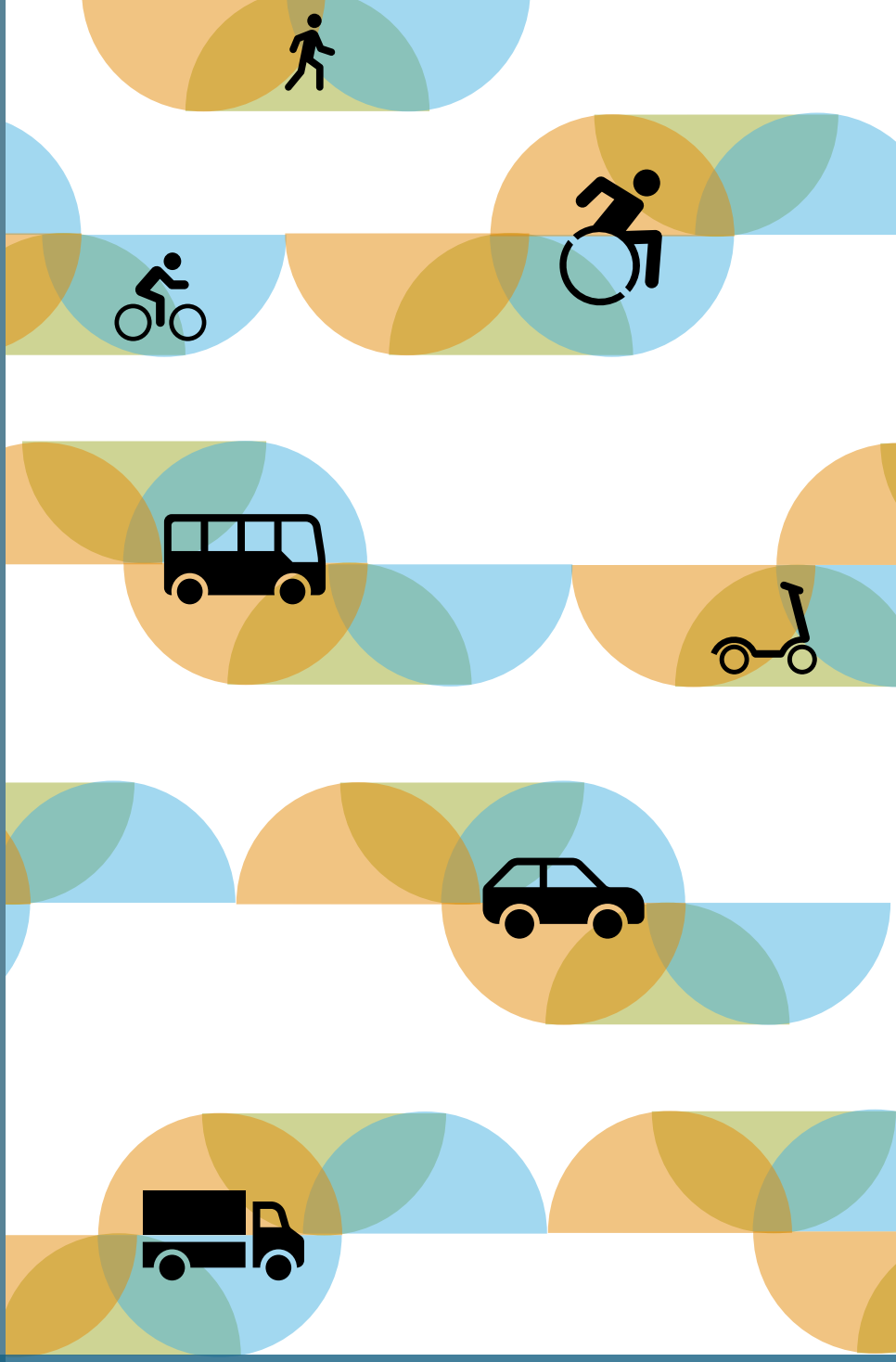


Figure 21: Opportunities



08

Network Analysis & Future Recommendations

8.1 Street Network Analysis and Future Recommendations

As part of the Town's broader Master Plan Study, a comprehensive traffic modeling analysis was conducted to assess vehicular operations across three planning horizons: existing (2025), short term (2034), medium term (2044), and long term (2051). This analysis aims to identify future infrastructure needs in response to projected development and population growth.

It should be noted that this work builds upon the foundational findings of the 2019 Collingwood Transportation Study Update prepared by R.J. Burnside & Associates Limited (2019) and EXP's VISUM model. First, the transportation study conducted by Burnside evaluated a total of 14 intersections across the Town of Collingwood. Of these, 12 intersections were selected for detailed analysis based on their potential to be impacted by the proposed bypass route, which was recommended in response to projected traffic patterns. The analysis incorporated future traffic forecasts to assess how the bypass could influence traffic operations at these key locations

The scope and methodology of the brief are summarized below.

Table 6: Scope and Methodology

Analysis Scenarios	• 2025 Existing traffic conditions • 2034 background traffic conditions (background traffic growth) • 2034 total traffic conditions (background traffic growth plus development traffic) • 2044 background traffic conditions • 2044 total traffic conditions • 2051 background traffic conditions • 2051 total traffic conditions
Analysis Time Periods	• Weekday Morning Peak Period (7:00 – 9:00 AM) • Weekday Afternoon Peak Period (3:00 – 6:00 PM)
Analysis Intersections	• Highway 26 & Cranberry Trail East / Gun Club Road • Highway 26 & Harbour Street West / Balsam Street • Balsam Street & Old Mountain Road • First Street & Balsam Street / High Street • Tenth Line & Mountain Road • Mountain Road & Old Mountain Road / Cambridge Street • High Street & Third Street • High Street & Sixth Street • High Street & Campbell Street • Tenth Line & Sixth Street • Concession 10 & Poplar Sideroad • Poplar Sideroad & Raglan Street

Supporting Data Collection

On May 21, 2025, new Turning Movement Counts (TMCs) were conducted on behalf of EXP by Accu-Traffic Inc. at key intersections within the Study Area. These counts were performed during the AM (7:00–9:00) and PM (4:00–6:00) peak periods, which represent typical traffic peaks in Collingwood.

Table 7: Turning Movement Count Data Collection Information

Intersection	Collected Date	Peak Period	Peak Hour
Highway 26 & Cranberry Trail E / Gun Club Road	Wednesday, Dec 12, 2018	Weekday AM	n/a
		Weekday PM	n/a
First Street & High Street / Balsam Street	Wednesday, May 21, 2025	Weekday AM	8:00 AM to 9:00 AM
		Weekday PM	4:15 PM to 5:15 PM
Balsam Street & Canadian Tire Entrance/Plaza Access	Wednesday, May 21, 2025	Weekday AM	8:00 AM to 9:00 AM
		Weekday PM	4:15 PM to 5:15 PM
First St Ext & Old Mountain Road / Cambridge Street	Wednesday, May 21, 2025	Weekday AM	8:00 AM to 9:00 AM
		Weekday PM	4:15 PM to 5:15 PM
High Street / Third Street	Wednesday, May 21, 2025	Weekday AM	8:00 AM to 9:00 AM
		Weekday PM	4:00 PM to 5:00 PM
High Street / Sixth Street	Wednesday, May 21, 2025	Weekday AM	8:00 AM to 9:00 AM
		Weekday PM	4:00 PM to 5:00 PM
Tenth Line & Mountain Road	Wednesday, May 21, 2025	Weekday AM	8:00 AM to 9:00 AM
		Weekday PM	4:15 PM to 5:15 PM
Tenth Line & Sixth Street	Wednesday, May 21, 2025	Weekday AM	8:00 AM to 9:00 AM
		Weekday PM	4:15 PM to 5:15 PM
High Street & Campbell Street	Tuesday, Oct 4, 2022	Weekday AM	8:00 AM to 9:00 AM
		Weekday PM	4:15 PM to 5:15 PM
Poplar Sideroad & Hurontario Street	Wednesday, May 21, 2025	Weekday AM	7:30 AM to 8:30 AM
		Weekday PM	4:15 PM to 5:15 PM
Poplar Sideroad & Raglan Street	Wednesday, May 21, 2025	Weekday AM	7:30 AM to 8:30 AM
		Weekday PM	4:15 PM to 5:15 PM
Poplar Sideroad & Concession 10	Wednesday, May 21, 2025	Weekday AM	7:30 AM to 8:30 AM
		Weekday PM	4:15 PM to 5:15 PM

Weekday AM and PM peak periods were selected as they represent the highest traffic volumes across the Town's road network. These counts informed the analysis of existing (2025), short-term (2034), medium-term (2044), and long-term (2051) total traffic conditions. Existing traffic analysis was based on the 2025 TMCs, while short, medium, and long-term traffic analysis combined background traffic growth with anticipated volumes from planned developments.

It should be noted that the 2025 turning movement counts and trip distribution data from Statistics Canada were used during the calibration process.

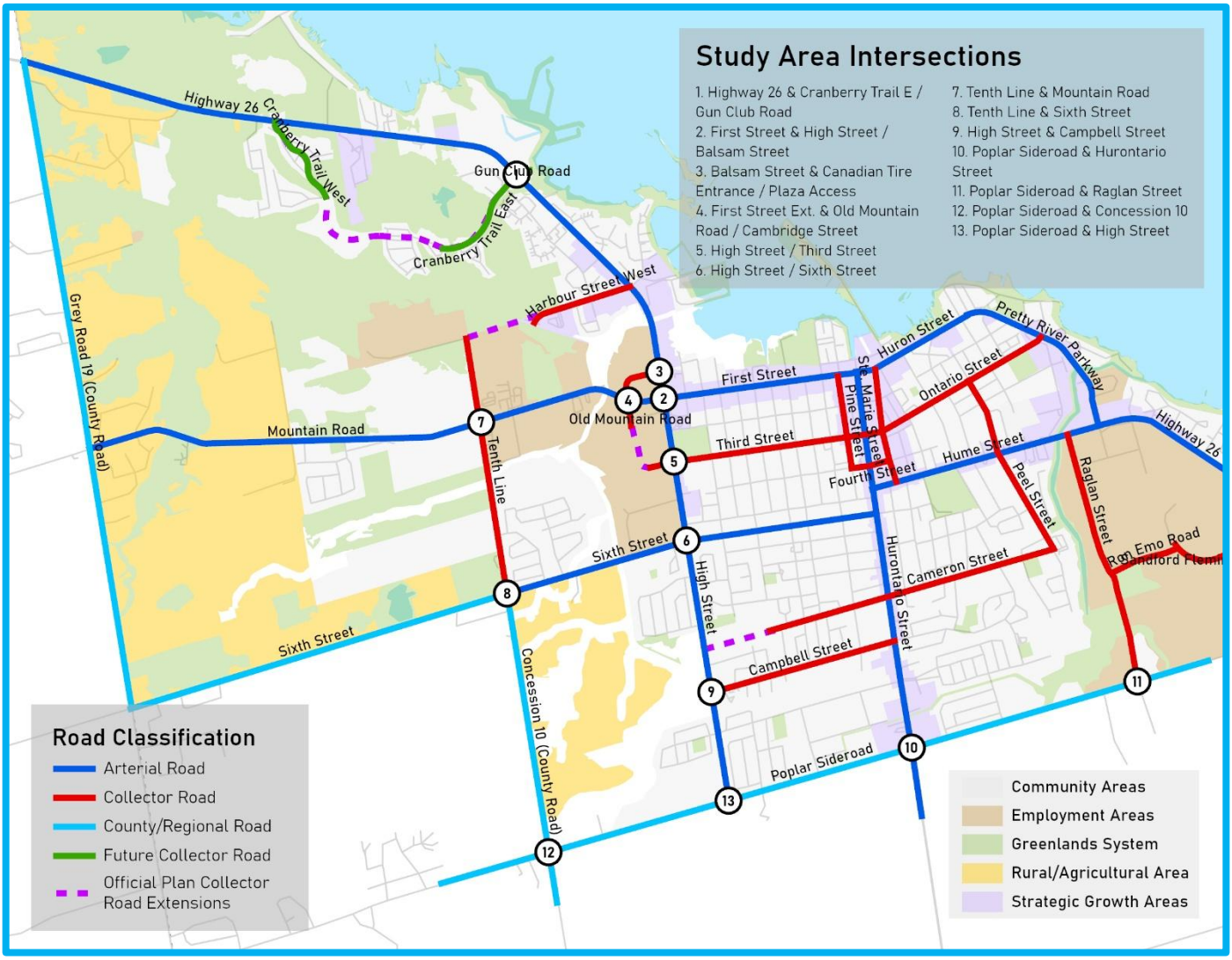


Figure 22: Study Area Intersections

Network Analysis

As part of the broader transportation planning effort, a network-level analysis was conducted using PTV VISUM software. This included developing a model of the transportation network in Collingwood to allow for the analysis of different network and traffic volume scenarios. The development of the model was undertaken as follows:

- **Approach:** EXP applied a four-step transportation modeling framework[13] to estimate travel demand and evaluate the impact of infrastructure or policy changes.

[13] *The four-step transportation modeling framework is a standard method used in transportation planning to forecast travel demand and evaluate infrastructure impacts. It includes: (1) trip generation, which estimates how many trips originate or end in an area; (2) trip distribution, which determines where those trips go; (3) mode choice, which predicts the transportation modes people will use; and (4) trip assignment, which maps those trips onto the road or transit network. Together, these steps help planners simulate and assess future traffic patterns and system performance.*

- **Calibration:** - The model was calibrated[14] to ensure that its outputs—such as predicted traffic volumes and travel patterns, closely match observed real-world data. Calibration is essential because it adjusts the model's assumptions and parameters (like trip rates, travel times, and mode preferences) to reflect actual conditions. This process improves the model's accuracy and reliability, making it a trustworthy tool for forecasting future scenarios and evaluating the impact of proposed transportation improvements.
- **Timing and Horizons:** The model simulates weekday peak hour conditions for existing (2025), short-term (2034), medium-term (2044), and long-term (2051) horizons.
- **Assumptions** Model assumptions included:
  - **Land use:** Notable major proposed developments – incorporated at their anticipated build-out horizons, including the Town's waterfront redevelopment, the hospital relocation and expansion near Poplar Sideroad and Raglan Street, and a proposed Costco near the eastern boundary.
  - **Road Network:** A range of potential road network improvements, such as extensions and widenings, within the VISUM network to assess their impact on travel patterns and intersection performance. The analysis used standard capacity assumptions (1,000 vehicles-per-hour-per-lane (vphpl) for arterials, 700 for collectors, and 500 for local roads) and used volume-to-capacity (v/c) ratios to identify segments operating over capacity. A detailed summary of these results for all horizon scenarios is enclosed in Appendix B. This macro-level modeling is distinct from the micro-level intersection analysis, which references specific development-related trip volumes in future horizon scenarios.
  - **Key Intersections** were evaluated using two main performance measures: Volume-to-Capacity (v/c) ratio and Level of Service (LOS). The v/c ratio reflects how much of an intersection's capacity is used, while LOS graded from A (minimal delay) to F (excessive delay) is based on average vehicle delay. The analysis follows Highway Capacity Manual (HCM) methodology using Synchro 11 software and considers LOS, v/c ratio, and 95th percentile queue lengths for each turning movement. LOS thresholds range from under 10 seconds for LOS A to over 80 seconds for LOS F at signalized intersections, indicating the need for improvements.
- **Analysis:** Intersection traffic volumes within the VISUM model were used for intersection capacity analysis to identify critical movements, and operational concerns at key intersections. Intersections have been identified as candidates for potential upgrades within the defined horizons to ensure the road network can accommodate anticipated changes in traffic flow and maintain acceptable levels of service.

Table 8: Highway Capacity Manual (HCM) Delay Threshold

Level of Service (LOS)	Signalized Intersection Average Total Delay (s/veh)	Unsignalized Intersection Average Total Delay (s/veh)
A (acceptable)	≤ 10	≤ 10
B (acceptable)	> 10 and ≤ 20	> 10 and ≤ 15
C (acceptable)	> 20 and ≤ 35	> 15 and ≤ 25
D (acceptable)	> 35 and ≤ 55	> 25 and ≤ 35
E (acceptable)	> 55 and ≤ 80	> 35 and ≤ 50
F (not acceptable)	> 80	> 50

[14] *Calibration is the process of adjusting a model's parameters so that its outputs (like traffic volumes, travel times, or mode shares) closely match observed real-world data. This step ensures the model reflects current travel behavior and network conditions accurately.*

8.1.1 Capacity Analysis and Resulting Recommendations: Existing/Short-term - 2026 Horizon

An analysis was performed for the following "existing" conditions (2025 Horizon).

- **Volume Estimation -** 2025 Traffic Volumes (from 2025 TMC data)
- **Network Assumptions -** 2025 Road Network Configuration (from Site visit on April 3rd, 2025)

The 2025 TMC data was superimposed onto the existing road network configuration.

Analysis Results and Corresponding Recommendations

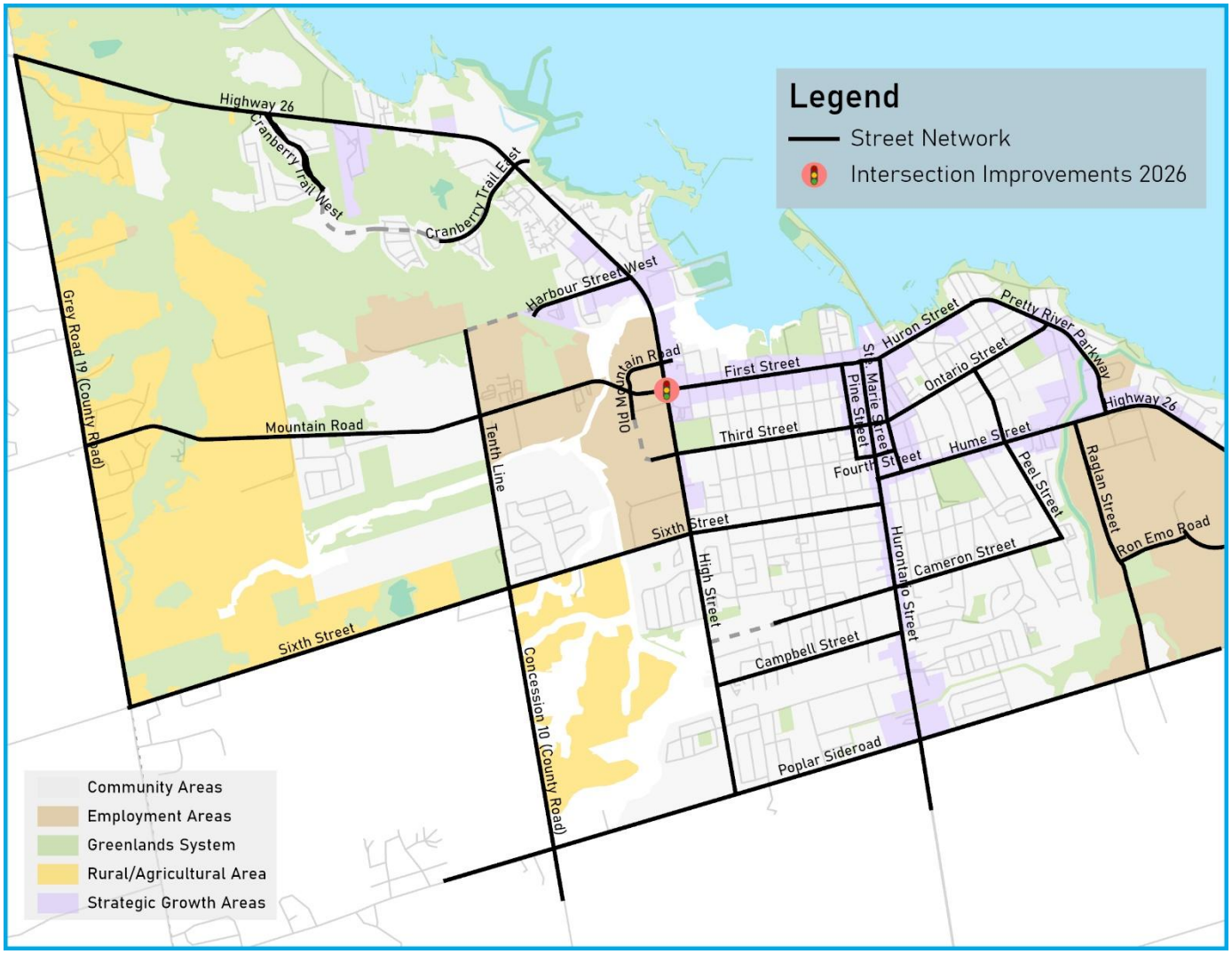


Figure 23: Street Network Recommendations 2026

Segment	Description & Recommendations
First Street & High Street / Balsam Street	• The intersection currently operates under traffic signal control. All movements are projected to operate at LOS E or better under 2025 conditions. No operational enhancements are required. • It has been identified in the Town's Transportation Study Update from 2019 as one of the busiest intersections in the downtown area, with modeling indicating that it is nearing or at capacity under 2025 conditions, particularly due to the high volume of southbound left-turn and westbound right-turn movements. These movements are part of the Highway 26 corridor and are heavily influenced by drivers by-passing the town, especially during the PM peak hour. The intersection operates in split phase mode with overlapping westbound right-turns and dual southbound left-turn lanes, which complicates signal timing and contributes to capacity issues. Capacity upgrades will be essential to accommodate future demand and maintain corridor performance. • The intersection currently operates under traffic signal control. All movements are projected to operate at LOS E or better under 2025 conditions. No operational enhancements are required. • It has been identified in the Town's Transportation Study Update from 2019 as one of the busiest intersections in the downtown area, with modeling indicating that it is nearing or at capacity under 2025 conditions, particularly due to the high volume of southbound left-turn and westbound right-turn movements. These movements are part of the Highway 26 corridor and are heavily influenced by drivers by-passing the town, especially during the PM peak hour. The intersection operates in split phase mode with overlapping westbound right-turns and dual southbound left-turn lanes, which complicates signal timing and contributes to capacity issues. Capacity upgrades will be essential to accommodate future demand and maintain corridor performance.
Mountain Road & Old Mountain Road/Cambridge Street	• The intersection currently operates under traffic signal control. All movements are projected to operate at LOS C or better under 2025 conditions. No operational enhancements are required.
Hurontario Street & Poplar Sideroad	• The intersection currently operates under traffic signal control. All movements are projected to operate at LOS E or better under 2025 conditions. No operational enhancements are required at this time.
Poplar Sideroad & Raglan Street	• The intersection currently operates under minor stop control. All movements are projected to operate at LOS C or better under 2025 conditions. No operational enhancements are required.
Poplar Sideroad & Concession 10 Road	• The intersection currently operates under all-way stop control, and while no operational enhancements are required at this time, all movements are projected to operate at Level of Service (LOS) B or better under 2025 conditions. Therefore, no operational improvements are recommended at this time.

High Street & Third Street	• The intersection currently operates with stop control on High Street & Third Street, and while no operational enhancements are required at this time, all movements are projected to operate at Level of Service (LOS) B or better under 2025 conditions. Therefore, no operational improvements are recommended at this time.
Cranberry Trail/Gun Club Road & Highway 26	• Under 2025 conditions, all movements at the intersection are projected to operate at Level of Service (LOS) A or better, except for minor approach movements. The intersection currently operates under minor stop control, and while no operational enhancements are required currently, challenges are emerging. Specifically, traffic volumes on the major road approaches, particularly along one lane in each direction Highway 26, with approximately 600 vehicles per lane during peak periods. This volume is expected to grow, which will make it increasingly difficult for vehicles on minor approaches to find acceptable gaps for turning movements, especially during peak hours.
High Street & Campbell Street	• The intersection currently operates under all-way stop control, and while no operational enhancements are required at this time, all movements are projected to operate at Level of Service (LOS) B or better under 2025 conditions. Therefore, no operational improvements are recommended at this time.
Tenth Line & Mountain Road	• The intersection currently operates under traffic signal control. All movements are projected to operate at LOS C or better under 2025 conditions. No operational enhancements are required.
Tenth Line & Sixth Street	• The intersection currently operates under all-way stop control, and while no operational enhancements are required at this time, all movements are projected to operate at Level of Service (LOS) B or better under 2025 conditions. Therefore, no operational improvements are recommended at this time.
Road Improvement – Mountain Road	• Road improvements on Mountain Road are expected to start within 2026.

8.1.2 Capacity Analysis and Resulting Recommendations: Medium-Term - 2034 Horizon

An intersection capacity analysis was performed for the following "Short-Term" conditions.

Volume Estimation - 2034 Traffic Volumes were estimated through the addition of:

- 2025 TMC data
- A compounded annual growth rate of 0.5% to 2025 traffic volumes, resulting in estimated increases of approximately 4.6%

The analysis focused on identifying vehicle travel patterns along key corridors and intersections. 2034 Total traffic projections were then developed by combining background traffic growth with anticipated volumes from planned developments. Specifically, the total traffic condition includes: (1) background traffic volumes based on regional growth assumptions, (2) development-generated traffic volumes forecasted by R.J. Burnside & Associates Limited, and (3) additional traffic volumes from major proposed development sites estimated using the VISUM model. These projected

volumes were then assigned and distributed across the surrounding roadway network to reflect realistic travel patterns near the proposed developments.

The traffic modelling was adjusted to include the relocation of the Collingwood General and Marine Hospital to its new site by 2034 near the intersection of Poplar Sideroad and Raglan Street. The generated traffic by the hospital will mostly use Poplar Sideroad and arterial roads instead of travelling through the downtown. Origin-destination volumes indicate that approximately 40% of the traffic generated are external-internal trips.

Analysis Results and Corresponding Recommendations

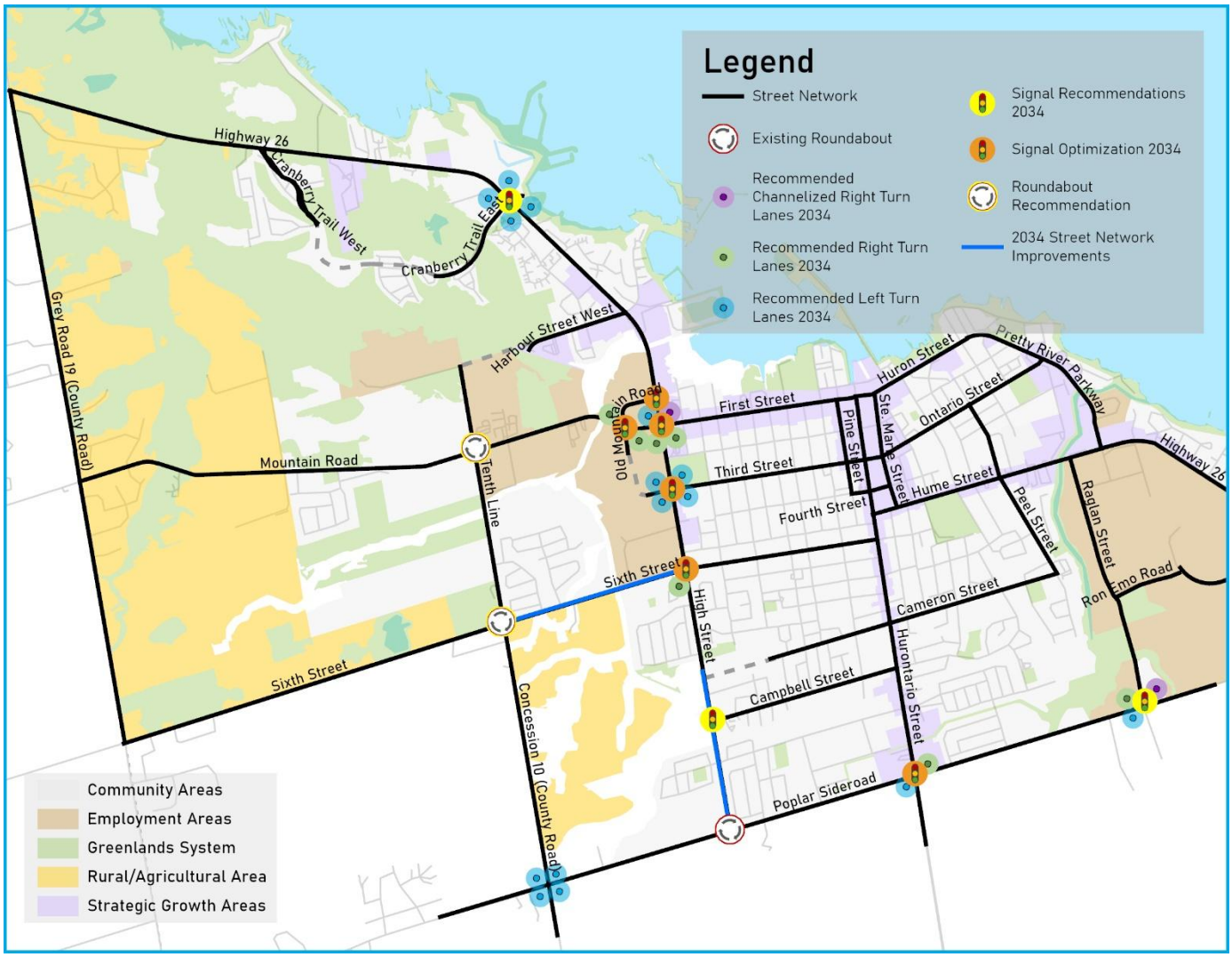


Figure 24: Street Network Recommendations 2034

Segment	Description & Recommendations
First Street & High Street / Balsam Street	• The hospital in Collingwood functions as a regional facility, serving not only local residents but also individuals from surrounding municipalities. Its influence on transportation, land use, and service planning therefore extends well beyond Collingwood's municipal boundaries. Origin-destination data confirms that a significant volume of traffic intersects through this corridor, particularly along Highway 26.

Segment	Description & Recommendations
	• To improve intersection operations and accommodate projected traffic volumes, the following upgrades are recommended: ○ Optimize signal timings to enhance coordination across all approaches, minimize overall delay, and maintain acceptable levels of service during peak periods. • Although the recommended intersection improvements significantly reduce delays and volume-to-capacity (v/c) ratios. The traffic analysis demonstrate that the intersection will operate at an unacceptable Level of Service (LOS) and v/c ratios exceeding 0.9. The primary underlying issue stems from the excessive vehicle demands utilizing the intersection to achieve its functional limits. An alternative approach explored bypass routes utilizing roads such as Poplar Sideroad, Grey Road 19, Concession 10, Sixth Street, and High Street. These routes were found to be effective in diverting regional traffic.

Mountain Road & Old Mountain Road/Cambridge Street	• To improve intersection performance and accommodate future traffic demands, the following upgrades are recommended:
	  ○ Add northbound and southbound right-turn lanes to reduce turning delays and improve flow at the intersection approaches.
	  ○ Reconfigure the westbound right-turn lane as a shared through/right-turn lane, optimizing lane utilization where space constraints exist.
	  ○ Optimize signal timings to better coordinate traffic movements and reduce overall intersection delay, particularly during peak periods.

Hurontario Street & Poplar Sideroad	• To accommodate projected traffic volumes and improve intersection performance, the following upgrades are recommended:
	  ○ Add eastbound and westbound through lanes to increase capacity and reduce congestion along the mainline approaches.
	  ○ Introduce dedicated southbound left-turn and right-turn lanes to separate turning traffic from through movements, thereby improving safety and reducing delays.
	  ○ Optimize signal timings to enhance coordination across all approaches, minimize overall delay, and maintain acceptable levels of service during peak periods.

Poplar Sideroad & Raglan Street	• To accommodate future traffic volumes and improve intersection performance, the following upgrades are recommended:
	  ○ Install traffic signals to provide controlled access and improve safety and operational efficiency.
	  ○ Introduce a dedicated westbound right-turn lane to separate turning traffic from through movements, minimizing delays and improving flow.
	  ○ Implement a southbound left-turn lane to facilitate safer and more efficient turning movements.
	  ○ Add eastbound and westbound through lanes to increase capacity and reduce congestion along the mainline approaches.
	  ○ The Simcoe County TMP indicates that a widening project along Poplar Sideroad is planned within this area for 2051, however the traffic analysis indicates this may be needed at an earlier date.

Segment	Description & Recommendations
Poplar Sideroad & Concession 10 Road	• To improve intersection operations and accommodate future traffic volumes, it is recommended to implement dedicated left-turn lanes on all approaches.
High Street & Third Street	• To improve intersection operations and accommodate future traffic volumes, it is recommended to install traffic signals, implement dedicated left-turn lanes on all approaches, and optimize signal timings. These measures will enhance safety, reduce delays, and improve overall intersection efficiency, particularly during peak periods when traffic demand is highest. • Due to proximity constraints for signalized intersections, it is recommended to downgrade the Home Depot & High Street intersection and signalize Third Street & High Street. • This work would be coordinated with the extensions of Third Street and Cambridge Street.
Cranberry Trail/Gun Club Road & Highway 26	• Our modelling indicates that a signalized intersection is needed at Gun Club & Hwy 26 in 2034. However, this is dependent on future residential development achieving the warrants for traffic control signals. • The introduction of dedicated left-turn lanes on all approaches will be necessary to accommodate increasing turning movement volumes and to minimize conflicts and queuing that could otherwise degrade intersection performance.
High Street & Campbell Street	• To improve intersection operations and accommodate future traffic volumes, it is recommended to provide signals to improve flow and operational performance.
Tenth Line & Mountain Road	• A roundabout analysis conducted using SIDRA indicates that a roundabout would provide improved and acceptable operational performance. The Town of Collingwood has completed the roundabout design and construction is underway.
Tenth Line & Sixth Street	• A roundabout analysis conducted using SIDRA indicates that a roundabout would provide improved and acceptable operational performance. Simcoe County has initiated the design. Construction will be contemplated in 2029.
Road Improvement – Sixth Street between Tenth Line and High Street	• This section of Sixth Street should be widened to accommodate two travel lanes in each direction to accommodate new growth by 2034.
Road Improvement – High Street from Chamberlain Cresent to Poplar Sideroad	• This section of High Street should be widened to accommodate two travel lanes in each direction to accommodate new growth by 2034.

These improvements are intended to enhance intersection capacity, reduce delays, and maintain acceptable levels of service under projected traffic conditions. Construction coordination plans would ultimately be undertaken by the Town of Collingwood as part of the funding approval of projects. This would ensure that the overall efficiency of the roadwork is not simultaneously impacted by construction.

8.1.3 Capacity Analysis and Resulting Recommendations: Long-Term - 2044 Horizon

As previously noted, future background traffic volumes for the 2034 and 2044 planning horizons were projected using a compounded annual growth rate of 0.5%, resulting in estimated increases of approximately 4.6% and 9.9%, respectively. This growth projection informed the evaluation of network-wide travel pattern shifts along key corridors and intersections.

Similar to existing conditions, background 2044 traffic at all study area intersections is expected to operate within capacity, maintaining a Level of Service (LOS) of E or better.

As with the 2034 analysis, the 2044 total traffic projections were developed by combining background growth, development-generated volumes from R.J. Burnside & Associates Limited, and additional volumes from major proposed developments using the VISUM model. These were then assigned across the road network to reflect realistic travel patterns. All study intersections are recommended for signal timing optimization to improve operational efficiency and reduce delays during peak periods.

The recommended roadway configuration improvements implemented by 2034, all listed intersections are expected to operate effectively through to 2044 with signal timing optimization alone. The geometric enhancements made in the medium-term horizon will provide adequate capacity and operational flexibility to accommodate projected traffic growth over the long term.

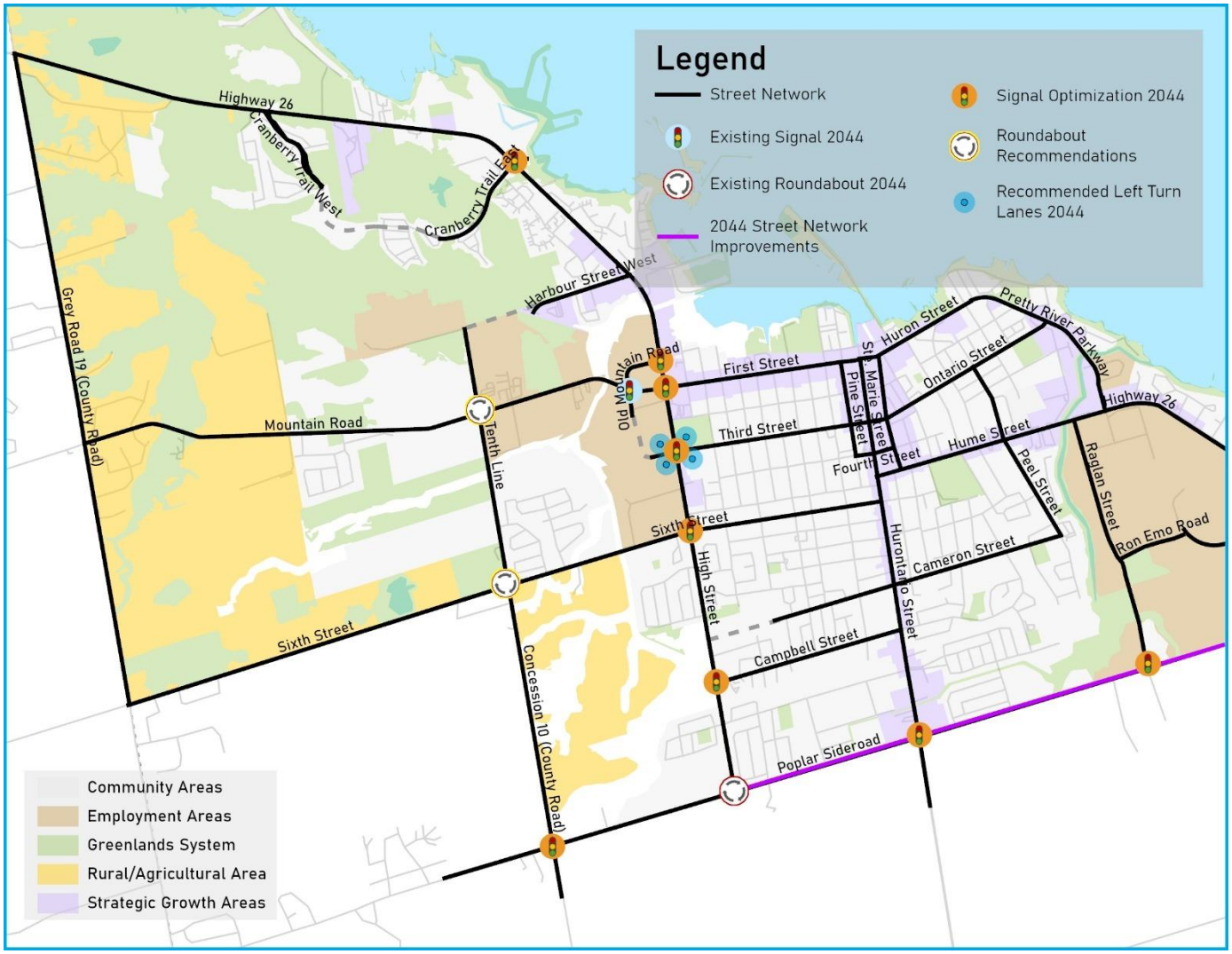


Figure 25: Street Network Recommendations 2044

Segment	Description & Recommendations
First Street & High Street / Balsam Street	• The recommended 2034 improvements continue to operate as expected with no additional notable operational issues observed in the traffic analysis. • Continued signal timing optimization should be implemented to minimize overall delay, and capacity issues during peak periods.
Mountain Road & Old Mountain Road/Cambridge Street	• Optimize signal timings.
Hurontario Street & Poplar Sideroad	• Optimize signal timings.
Poplar Sideroad & Raglan Street	• Optimize signal timings.
Poplar Sideroad & Concession 10 Road	• Optimize signal timings.
High Street & Third Street	• To improve intersection operations and accommodate future traffic volumes, it is recommended to install traffic signals, implement dedicated left-turn lanes on all approaches, and optimize signal timings. These measures will enhance safety, reduce delays, and improve overall intersection efficiency, particularly during peak periods when traffic demand is highest. • Due to proximity constraints for signalized intersections, it is recommended to downgrade the Home Depot & High Street intersection and signalize Third Street & High Street. • This work would be coordinated with the extensions of Third Street and Cambridge Street.
Cranberry Trail/Gun Club Road & Highway 26	• Optimize signal timings.
High Street & Campbell Street	• Optimize signal timings.
Tenth Line & Mountain Road	• A roundabout analysis conducted using SIDRA indicates that a roundabout would provide improved and acceptable operational performance. The Town of Collingwood has completed the roundabout design and construction is underway.
Tenth Line & Sixth Street	• A roundabout analysis conducted using SIDRA indicates that a roundabout would provide improved and acceptable operational performance. Simcoe County has initiated the design. Construction will be contemplated in 2029.

8.1.4 Capacity Analysis and Resulting Recommendations: Long-Term - 2051 Horizon

As previously noted, future background traffic volumes for the 2051 planning horizons were projected using a compounded annual growth rate of 0.5%, resulting in estimated increases of approximately 4.4%. This growth projection informed the evaluation of network-wide travel pattern shifts along key corridors and intersections.

Similar to existing conditions, background 2051 traffic at all study area intersections is expected to operate within capacity, maintaining a Level of Service (LOS) of E or better with the exception of First Street & High Street / Balsam Street.

As with the 2034 analysis, the 2051 total traffic projections were developed by combining background growth, development-generated volumes from R.J. Burnside & Associates Limited, and additional volumes from major proposed developments using the VISUM model. These were then assigned across the road network to reflect realistic travel patterns. All study intersections are recommended for signal timing optimization to improve operational efficiency and reduce delays during peak periods.

With the recommended roadway configuration improvements implemented by 2034, most listed intersections are expected to operate effectively through to 2051 with signal timing optimization alone. The geometric enhancements made in the short-term horizon will provide adequate capacity and operational flexibility to accommodate projected traffic growth over the long term.

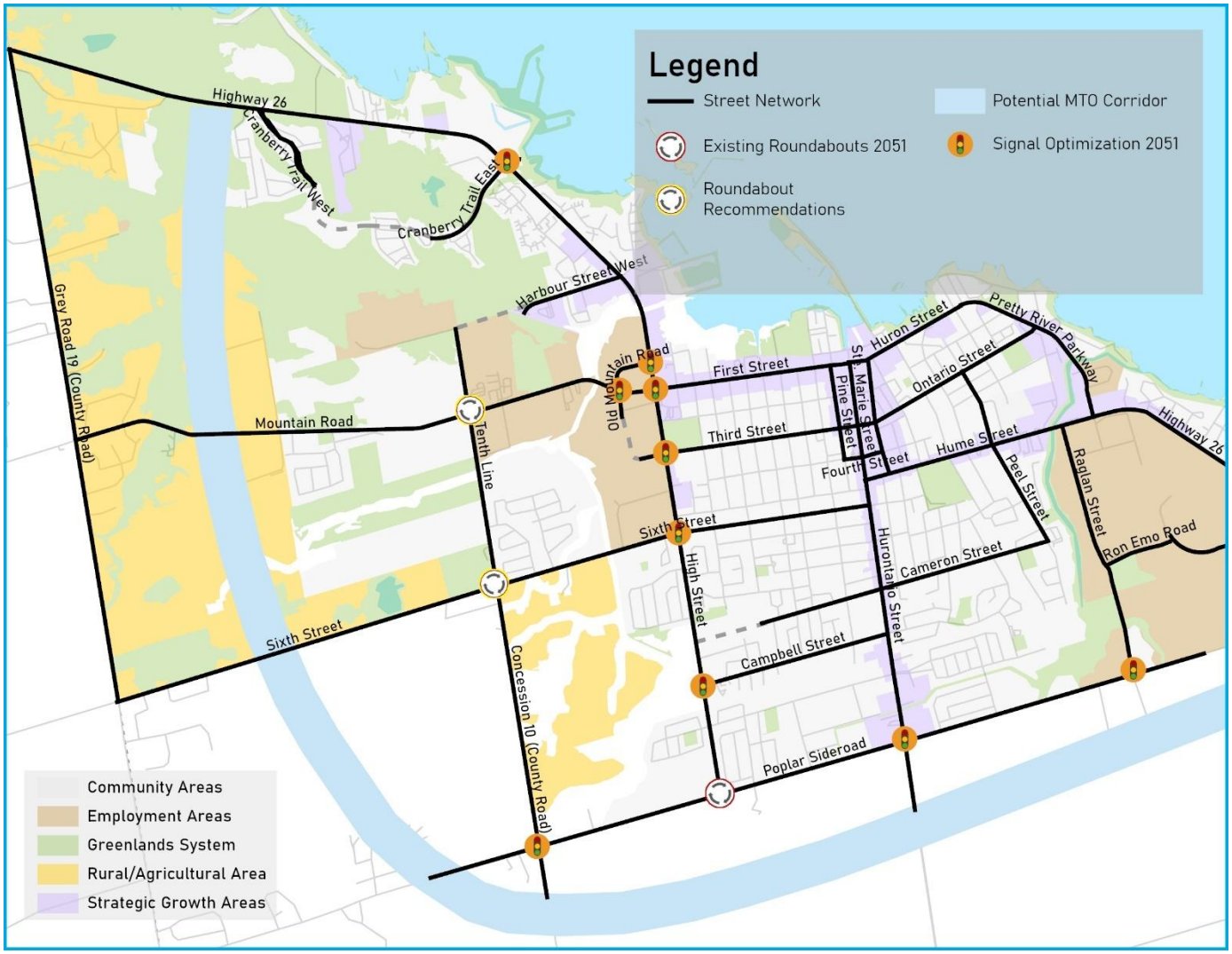


Figure 26: Street Network Recommendations 2051

Segment	Description & Recommendations
First Street & High Street / Balsam Street	• Optimize signal timings. • The recommended 2034 improvements continue to operate as expected with no additional notable operational issues observed in the traffic analysis. • Continued signal timing optimization should be implemented to minimize overall delay, and capacity issues during peak periods.
High Street & Sixth Street	• To improve intersection operations and accommodate future traffic volumes, it is recommended to provide additional an Eastbound Left turn lane, and a dedicated Westbound right turn lane. • Optimize signal timings
Mountain Road & Old Mountain Road/Cambridge Street	• Optimize signal timings.
Hurontario Street & Poplar Sideroad	• Optimize signal timings.
Poplar Sideroad & Raglan Street	• Optimize signal timings.
Poplar Sideroad & Concession 10 Road	• Optimize signal timings.
High Street & Third Street	• Optimize signal timings.
Cranberry Trail/Gun Club Road & Highway 26	• Optimize signal timings.
High Street & Campbell Street	• Optimize signal timings.
Tenth Line & Mountain Road	• A roundabout analysis conducted using SIDRA indicates that a roundabout would provide improved and acceptable operational performance. The Town of Collingwood has completed the roundabout design and construction is underway.
Tenth Line & Sixth Street	• A roundabout analysis conducted using SIDRA indicates that a roundabout would provide improved and acceptable operational performance. Simcoe County has initiated the design. Construction will be contemplated in 2029.

Bypass

As a part of this study, two bypass alternatives has been evaluated. These include the proposed Collingwood Bypass and the Provincial Highway 26 Bypass. Analysis completed in the MMTP has indicated that bypass routes using roads such as

Poplar Sideroad, Grey Road 19, Concession 10, Sixth Street, and High Street have been found to be effective in meeting regional traffic needs. The MMTP recognizes that a bypass in general, is not required to attend current, local growth needs. However, as development around the periphery of Collingwood's south-west boundaries, improvements to the County Road Network are required to serve growth and access in these areas, within the planning horizons of the MMTP. To identify Provincial Highway 26 Bypass requirements, including its preferred route and connections, an Environmental Assessment of all potential options would be undertaken by the MTO in consultation with all affected municipalities and key regional stakeholders. While no firm date has been identified for the Provincial Highway 26 Bypass, it is assumed to be part of the Ultimate Road Network but is not required to serve the Town's local road needs.

8.1.5 Street Classifications

No reclassifications of existing streets have been recommended. However, the reclassification of Cranberry Trail due to the noted east-west connection proposed in the 2024 OP is supported through this MMTP.

Third Street

The reclassification of Third Street has been analyzed. Results for this exercise are summarized in detail in Appendix A. The completed analysis found that a potential reclassification of Third Street would not result in any traffic reductions of traffic volumes in its own. Any reductions would rather require the implementation of access restrictions to achieve desired traffic reduction on the street. Such access restrictions may result in traffic diversions to neighbouring streets that are already classified as local roads, which may create similar concerns over traffic volumes and cut-through traffic. Given the adjacent land-use in the vicinity of Third Street, retaining the existing collector road classification results in the least disruption to travel patterns in this area, even when the connection to Cambridge Street is constructed.

Third Street Extension

The traffic flow redirection resulting from the road extension from Third Street to Mountain Road is minor. Future horizon year scenarios suggest that Mountain Road will approach capacity in the 2034 scenario due to the commercial development near Third Street and Cambridge Street. An extension on Third Street to Tenth Line was investigated and found to provide traffic demand relief on Mountain Road by diverting trips heading towards the commercial development. An alternative solution can be achieved through widening Mountain Road to improve capacity. As such, the extension to Mountain Road is not required.

Extension and Signal Relocation

The rationale for relocating traffic signals from High Street to Third Street is explained by the proposed development of the large Regional Commercial District connecting to Third Street. Based on provided information, the development area is anticipated to generate a significant number of vehicle trips when completed (approx. 3000 during peak hours). In reviewing guidelines detailing intersection spacing, guidelines from the Transportation Association Canada (TAC) specify minimum intersection spacing based on the function, traffic and volume of the specified roadway segment. As High Street is classified as an arterial road with a speed limit of 50km/h, the typical minimum intersection spacing along arterial roadways should be 200m according to section 9.4.2.1 in the TAC guidelines. This spacing allows for minimum lengths of back-to-back storage for left turning vehicles at adjacent intersections.

If a signal is provided at High & Third, the minimum spacing between intersections will be under 150m from High Street & Third Street to High Street & the Home Depot Access. Based on the proposed signal adjustments along High Street on our models, the additional traffic that uses Third Street as a through route is not considered significant under 2051 conditions.

Traffic Diversion & Network Performance

The 2051 scenario of our model did not identify any trips using the Third Street extension to divert away from First Street/Highway 26. This was due to the large trip generation from the regional commercial development (estimated completion by 2031) located by Third Street that would occupy a significant portion of the capacity of Third Street and Cambridge Street.

If this development was ignored in the model, approximately 60 vehicles would use the Third Street extension during the 2034 horizon year and 140 vehicles during the 2051 horizon year. The scenario for the 2051 horizon year is shown below.

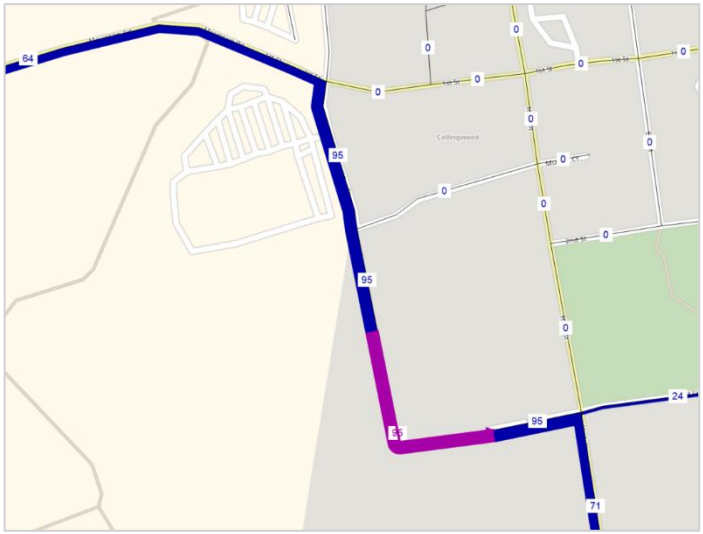


Figure 28: 2051 Third Street Extension without Commercial Development Eastbound Through Traffic

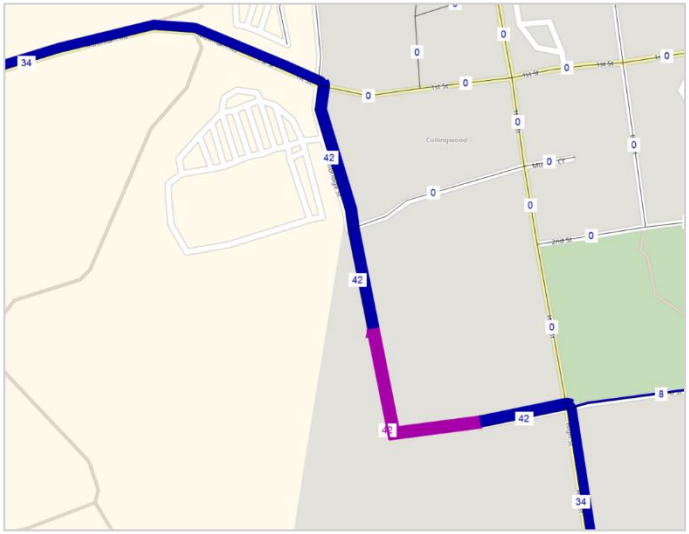


Figure 27: 2051 Third Street Extension without Commercial Development Westbound Through Traffic

Based on future land development within the area of Third Street, it would be reasonable for Third Street to remain a collector due to the large, anticipated vehicle trip generation from proposed developments.

As such, The Third Street extension to Cambridge Street is not required for the next 30 years. Alternatively, an extension towards Tenth Line can alleviate some traffic demand on Mountain Road to improve traffic operations. The traffic diversion will mainly be vehicles traveling Westbound from the Regional Commercial district located near Third Street.

Further details showing the effect of downgrading Third Street to a local road and diversion strategies related to this recommendation can be found in Appendix A.

8.1.6 Street Extensions and Connections

Third/Campbell/Harbour/Cameron Street Extensions – The connections are planned to serve future developments. Maintaining collector road status and movements for future access will enhance connectivity in the area. No changes are recommended to existing classifications.

Cranberry Trail Connection – The existing street and the extension is anticipated to act as a collector roadway once the connection is completed. Following the 2024 OP, once the connection is completed, the roadway will be reclassed as a collector road. This has been phased as a long-term recommendation.

Further modelling details related to this recommendation can be found in Appendix A.

8.2 Strategic Directions and Recommendations for Active Transportation

Collingwood's Active Transportation network consists of three sub-networks; a pedestrian, cycling and trails network, that combined, provide connections for pedestrians, cyclists and micro-mobility users. The networks are largely accessible throughout Town and connect to the region. However, as network gaps are prevalent, there are opportunities to recommend projects, policies and programs to expand and enhance current network conditions. This section of the MMTP presents strategic directions and recommendations for future active transportation network improvements.

8.2.1 Active Transportation Network Directives

Improvements to Collingwood's active transportation network begin with making walking, cycling, and rolling safe, convenient, and appealing for daily travel. Making active transportation a safe, accessible attractive option for Collingwood residents and visitors was the core philosophy in the developing directives for Active Transportation. Based on the MMTP's strategic goals and identified opportunities, the following directives have been used to guide active transportation recommendations.

Convenience: Network connections provide direct links between key origins and destinations.

- Cover network gaps and provide direct routes to ensure that users are not isolated or stranded in the network
- Prioritize connections to places people want to go, downtown destinations, educational institutions, parks, employment centres and recreation
- Maintain first-mile/last-mile connections

Safety: Select appropriate active transportation facilities based on network conditions.

- Consider corridor specific characteristics to determine facility types that support active transportation
- Ensure that active transportation is well maintained
- Provide streetlighting
- Develop crossings that accommodate enhanced protection in multi-modal environments
- Enhance visibility and decrease speeds around active transportation corridors

Comfort: The network is AODA compliant and operates effectively for children, seniors, and casual users.

- Adopt wayfinding features
- Provide streetlighting, benches and other street furniture
- Prioritize beatifying the streetscape to enhance the sense of comfort (and safety)
- Ensure adequate maintenance of active transportation facilities

Equity: Active transportation infrastructure can be accessed in all neighbourhoods.

- Provide coverage throughout Town
- Conduct annual audits to define minor improvement areas in all neighbourhoods
- Develop methods to handle minor community infrastructure projects

Best Practice: The network recommendations align with provincial and federal policies, standards and guidelines.

- Follow federal policies, standards and guidelines
- Ensure that recommendations are on par with those of adjacent municipalities
- Incorporate innovative active transportation practices that align with international standards

8.2.2 Tools for Active Transportation Recommendation Development

Regularly monitoring and analysing the active transportation network of a growing community is necessary to ensure that the network is meeting its intended objectives. To analyse an active transportation network, network coverage, density, and the overall quality of facilities are evaluated. Along with this information, input is solicited from Technical Stakeholders at committee meetings and public input is collected at public information centres to gain understanding of local needs and context in relation to AT. In consultation with the public, recommendations have been determined based on **who** would be using the network, **how** people would be using the network, and **what** destinations people would be trying to travel to. Receiving public input ensures that resulting recommendations are contextually sensitive toward the needs and desires of the Town's general population as well as active transportation users of all ages and abilities.

The developed active transportation recommendations and projects recommended for implementation have been established to achieve Town objectives for AT. In line with the Town of Collingwood's transportation goals outlined in both the 2024 Official Plan and the 2024-2028 Strategic Plan, the town will continue to pursue the intent in the following guides, standards and policy framework when implementing the recommendations summarized in Section 8.2.4.

- Ontario Traffic Manual Book 15;
- Ontario Traffic Manual Book 18;
- Town of Collingwood Cycling Plan;
- Town of Collingwood Active Transportation Framework;
- National Association of City Transportation Officials: Urban Bikeway Design Guide;
- National Association of City Transportation Officials: Designing for all Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities; and
- Transportation Association Canada Design Guidelines

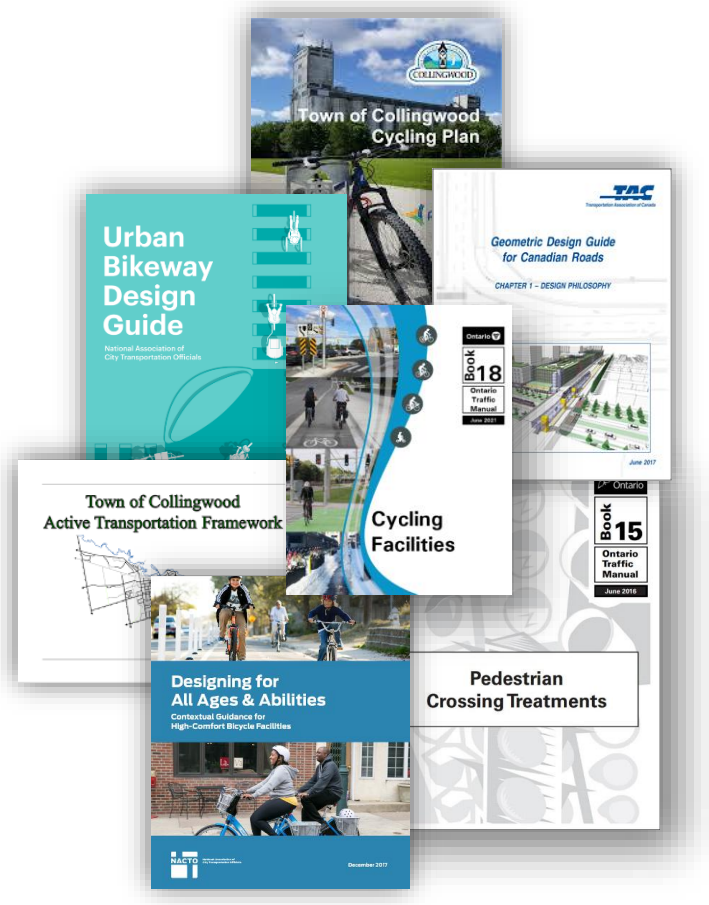


Figure 29: Reference Documents

8.2.3 Recommendation Development for Active Transportation

The directions presented in Section 8.2.1 have been used to inform active transportation recommendations and identify infrastructure projects for the next planning horizon. The recommendations and potential infrastructure projects were produced in three steps that focused on catering to essential needs, filling key sidewalk and cycling network gaps, and building a connected AAA (All Ages and Abilities) network that prioritizes the expansion of the existing off-road trail network and the inclusion of protected cycling infrastructure. Priorities for each step are explained in detail.

Step 1

The purpose of this step was to cater to essential needs and preserve existing sidewalk, multi-use pathway, and trails network connections. Here, the focus was centred on developing procedures, policy and strategies to identify locations for active transportation infrastructure improvements to create a safe and attractive environment for active transportation.

Step 2

This step involved more than meeting the essential needs of the existing active transportation network. This step made efforts to fill key pedestrian and cycling network gaps. In a staged approach, the process of completing these gaps will first focus on projects to complete links within neighbourhoods and then focus on major gaps on local and collector roads, MUPs and trails. Thereafter, efforts will be made to complete gaps along arterial roads.

Step 3

The focus of Step 3 was to use the existing network to further plan, build and construct a connected AAA (All Ages and Abilities) network. Building a network based on AAA principles is considered international best practice. Safety, comfort and equity are integral in their criteria for accommodating the needs of diverse cycling communities.

For each of these steps, the process of identifying potential projects entailed mapping and tracking the provision of AT infrastructure throughout the Town. Potential corridors were assessed through gap analyses to highlight and create an inventory of missing links. In terms of feasibility of project implementation, the following roadway infrastructure characteristics have been evaluated at each candidate site to ensure consistency with current best practices, technical standards and design guidelines:

- Road classification;
- Available right-of-way;
- Distance and prevalence of accesses;
- Availability of on-street parking;
- Distance to and prevalence of bus stops;
- Distance to intersections;
- Average Annual Daily Traffic;
- Observed vehicular speeds;
- Pedestrian-Vehicle collision history; and
- Cyclist-Vehicle collision history.

8.2.4 Active Transportation Recommendations

Recommendations for Active Transportation are provided in
Table *11*. A list of active transportation gaps that for completion during the planning horizon are included in Table 10. However, a comprehensive list of active transportation projects to complete over short-term, medium-term and long-term phases is provided in Chapter 10. Each project is illustrated in the at the end of Chapter 8.

For pedestrian infrastructure, the MMTP proposes the implementation of MUPs, sidewalks and trail connections.

For cycling, the MMTP proposes that identified cycling projects implement shared-use lanes, bike lanes and cycle tracks based on direction from OTM Book 18. In instances where multiple facilities are applicable, context specific judgement based on OTM Book 18 will be applied to propose appropriate traffic demand management and traffic calming measures to provide suitable facilities. In this document, the MMTP will not assign facility-types to specific cycling projects. Facility-types will be defined in detail in prospective active transportation plans and directives.

Preliminary project costs for pedestrian projects are provided in Chapter 10. These costs have been estimated based on recently estimated costs from adjacent municipalities, inflation adjustments, previous Town projects and budget decisions. Table 9 provides the baseline costs used to derive project costs seen in Chapter 10.

Table 9: Active Transportation Costing Table

Active Transportation Costing						
Facility-Type	**Facility Cost ($) per km (2006)**	**TBM[15] Costs ($) per m² (2023)**	**Inflation Adjustment**	**Cost ($) Adjustment (2025)**	**Minimum Facility Width[16] (m)**	**Engineering Cost[17]**
Shoulder Widening (additional gravel base)		32	1.086	34.752	2	20%
Shoulder Widening (additional pavement)		21	1.086	22.806	2	20%
Concrete Sidewalks		80	1.086	86.88	2	20%
Shoulder markings, Bike lanes & Pavement Markings		10	1.086	10.86	2	20%
MUP trail (Asphalt) for Planning Purposes	150,000		1.505	225,750	2	20%

Table 10: Recommended Active Transportation Network Gaps for Completion

Timeframe	Gap Completion Projects
Short-Term	Campbell St., south from High St. to Teskey Ct.
Short-Term	Campbell St, north from Telfer St. to Maple St.
Short-Term	Campbell St., south from Maple St. to Hurontario St.
Short-Term	Collins St., south from Ste. Marie St. to Katherine St.
Short-Term	Collins St., north from Alice St. to Sproule St.
Short-Term	County Rd. 32, from Black Ash Trail
Short-Term	Campbell St. on the south to Findlay Dr., via Teskey Ct.
Short-Term	Blue Fairways connection from Cranberry Trail to Georgian Trail
Short-Term	Findlay Drive from High St. to Hurontario St.
Short-Term	Raglan St. from Erie St. to Ontario St.
Short-Term	Highway 26 on the south/west from Vacation Inn trail to Cranberry Trail East
Medium-Term	Oak St., on the west from First St. to Third St.
Medium-Term	Second St., on the north from Elm St. to Oak St.
Medium-Term	Third St., on the north from Spruce St. to Cedar St.
Medium-Term	Chamberlain St. trail connection
Medium-Term	Campbell St. trail connection to creek
Medium-Term	High St. on the west from Third St. to Fifth St.
Medium-Term	High St. on the east between Fifth St. and Sixth St.
Medium-Term	High St. from Chamberlain Cres. to Poplar Sideroad
Medium-Term	Highway 26 between Beachwood Rd. and Marine View Dr.
Medium-Term	Side Launch Way btwn. Hurontario Street & Pine Street
Long-Term	Highway 26 on the south from Harbour St. to Cranberry Trail East

[15] Town of Blue Mountains
[16] Minimum Facility Width is based on AODA standards
[17] Engineering Costs include Planning and Design fees and account for 20% of the total cost

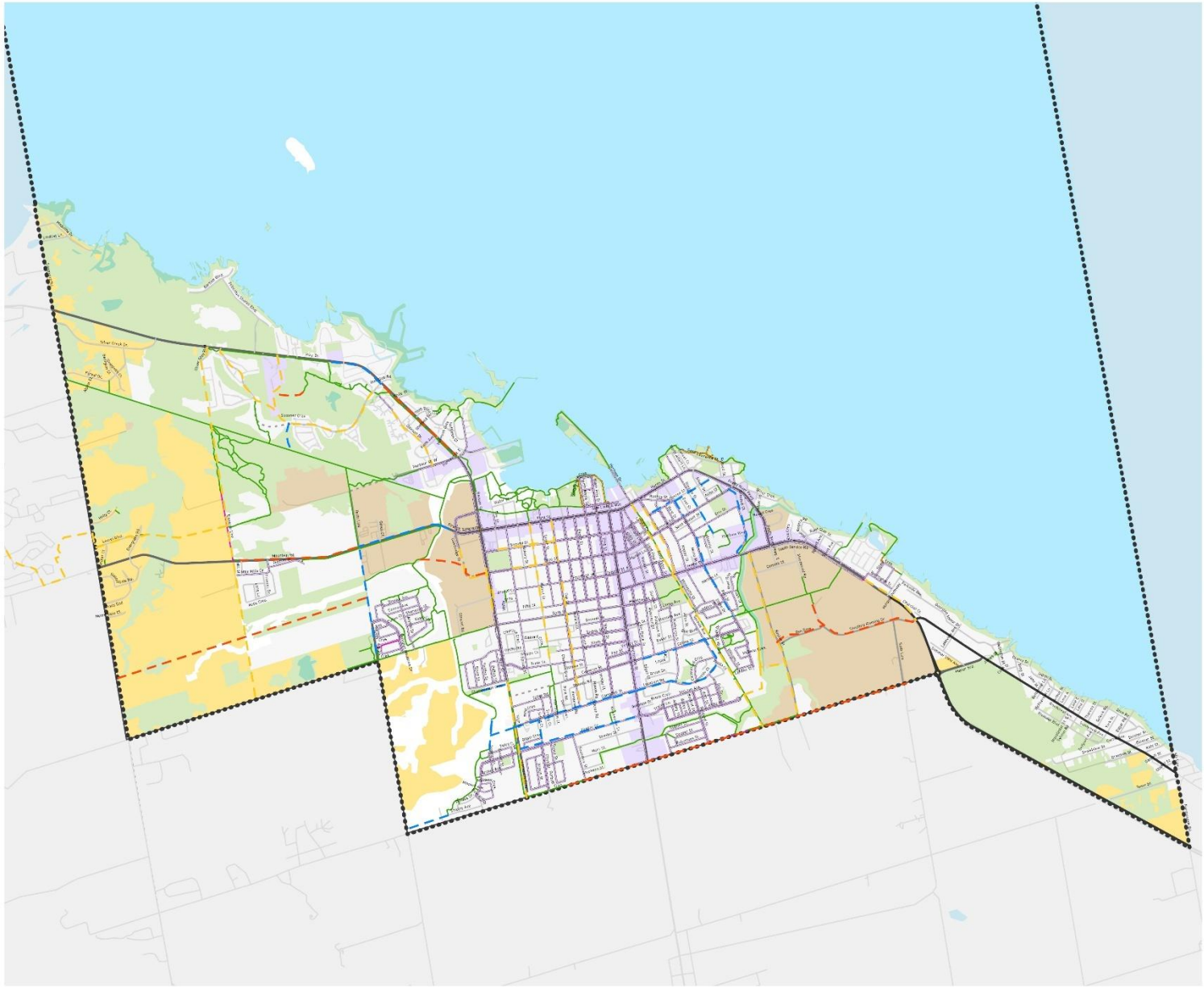
Timeframe	Gap Completion Projects
Long-Term	Trail connection from 780 Tenth Line
Long-Term	Cranberry Marsh Boardwalk

Table 11: Active Transportation Recommendations

Recommendation	Notes
Develop and adopt detailed active transportation policy and development action plan[18] documents that consolidate all active transportation directives for walking, cycling and micro-mobility in a single document.	Define procedures, standards, regulation, facility-types and project selection criteria.
Adopt policy for identifying local area improvements.	Local area improvements are community infrastructure projects that can be completed based on request.
Conduct annual audits of the active transportation network to determine network deficiencies.	Annually determine locations along the active transportation network that require maintenance.
Evaluate the need for more crosswalks and PXO crossings.	The evaluation for the need of more crosswalks can be evaluated through the Active Transportation Plan. OTM Book 15 will be applied in the analysis and evaluation of future crossings throughout Collingwood to be consistent with the Province.
Adopt Street Typologies through the Complete Streets Policy.	Provide context-sensitive street classifications that are mode-inclusive and centred around active transportation users.
Update and construct previously recommended active transportation infrastructure recommended through the 2019 Cycling Plan and Active Transportation Plan & Framework.	Build and update existing active transportation infrastructure.
Recommend the completion of active transportation projects that fill network gaps, physical links propose new connections or expand the existing network in a phased approach over short-term, medium-term and long-term phases.	Facility types for the active transportation projects defined in the MMTP will be determined in the forthcoming Active Transportation and Development Action Plan.
Prioritize the development of active transportation facilities in new growth areas, educational institutions, hospitals, commerce, employment facilities etc.	Build connections to key facilities.
Prioritize the pedestrianization of downtown and waterfront area	Provide pedestrian infrastructure in built-up areas within the downtown core and waterfront area.
Create a safe, connected, and comfortable active transportation network based on AAA, AODA and Complete Streets principles to cater to the needs of all users.	Integrate AAA and Complete Streets principles into the planning and design process of active transportation facilities.
Invest in the four-season maintenance of active transportation infrastructure to ensure that AODA requirements are met.	Ensure that the active transportation network remains safe for navigation. This entails providing winter and summer maintenance on sidewalks, trails, MUPs and along cycling infrastructure.

[18] The Active Transportation Plan is a separate plan from the MMTP that will specifically explore active transportation recommendations presented in the MMTP.

Recommendation	Notes
Develop an automatic counting program for active transportation and frequently update the program to obtain baseline pedestrian and cycling volumes.	Ensure that active transportation data (cycling/pedestrians) is accessible to guide data collection to infer future active transportation studies, road safety studies and infrastructure improvement projects.



TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

PEDESTRIAN FACILITIES

Existing Pedestrian Facilities
- Existing Sidewalks
- Existing Multi-Use Pathways (MUP)
- On Road Trail
- Off Road Trail

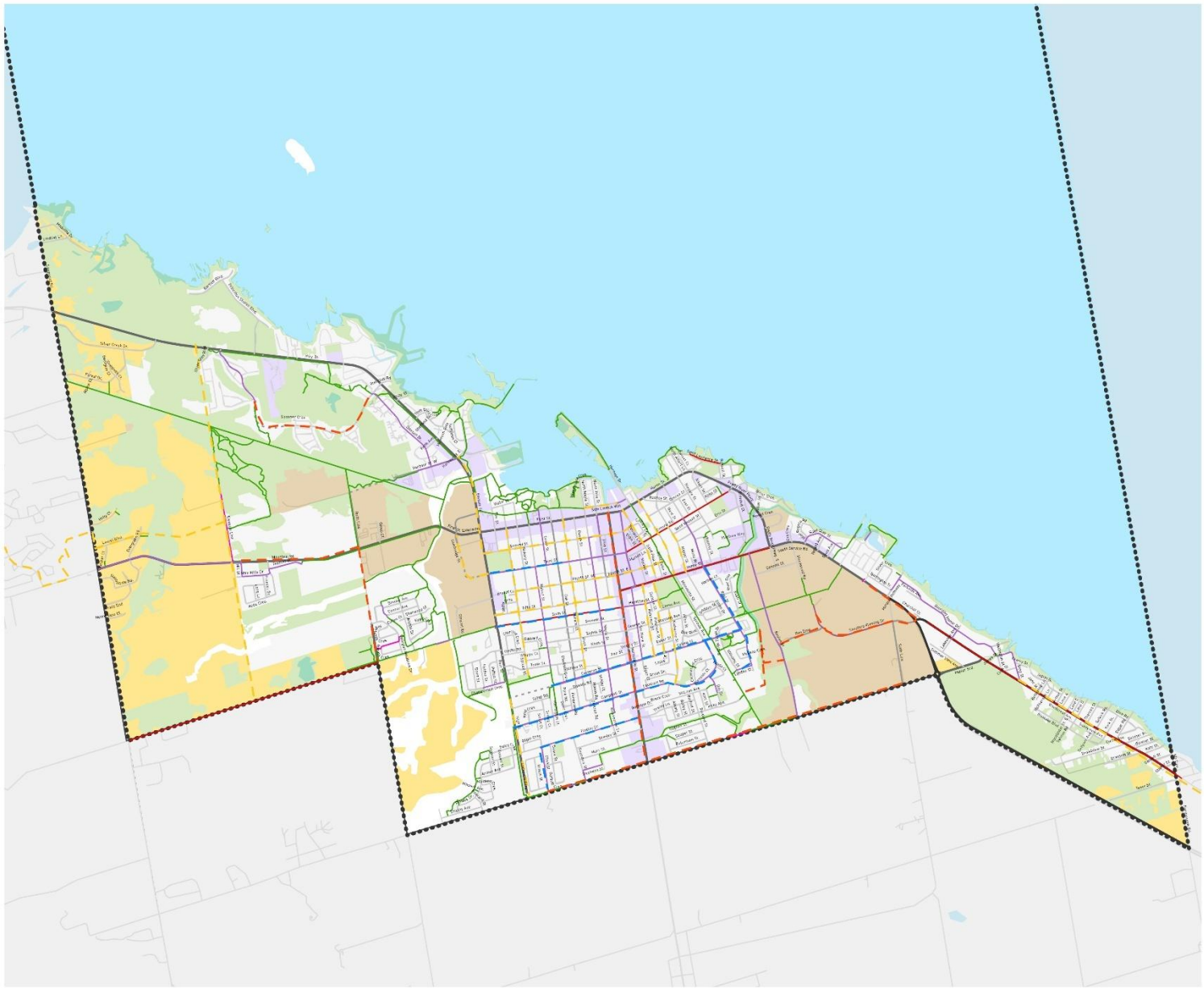
Future Pedestrian Facilities
- Short-term
- Medium-term
- Long-term

Base Mapping
- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 10/9/2025



TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

CYCLING FACILITIES

Existing Cycling Facilities

- Existing Signed Bike Route
- Off Road Existing Trail
- On Road Trail
- Existing Painted Bike Lane
- Paved Shoulder

Future Cycling Facilities

- Short-term
- Medium-term
- Long-term

Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 07/07/2025

8.3 Strategic Directions and Recommendations for Transit

Small towns like Collingwood benefit from providing transit services. Even as existing service is severely underused, transit strengthens small towns by offering affordable, reliable mobility to support residents, businesses, and vibrant local economies. Currently, operations hinge on four fixed-routes and on-demand service. All routes connect to high demand points and successfully move people to between origins and destinations, However, to encourage more ridership, the Town can attend to existing concerns to increase service frequency and expand service to regional destinations and growth areas. Like Section 8.2, this section presents strategic directions and recommendations to improve transit service over time.

8.3.1 Transit Network Directions

The MMTP applies a strategic approach to address transit concerns over the next planning horizon. Through this plan, the main strategic goal relating to transit was described as follows:

> Enhance public transit by ensuring that service is frequent, accessible, demand responsive and effective. Seek opportunities to enhance service through partnering with local municipalities and the region to extend coverage and provide efficient connections between service providers.

As such, final recommendations for transit are reflective of this goal and build the foundation for maintaining a consistent and reliable transit system that maximizes coverage, provides direct routes and increases ridership. Based on this goal, amongst others, the following opportunities were identified to improve the distribution of transit services within the Town:

- Introduce asset and fleet management strategies and inter-municipal partnerships to guide investments for long-term planning.
- Coordinate transit planning with active transportation planning to enhance bus stop connectivity.
- Expand on-demand and fixed route service coverage.
- Introduce walkshed targets for bus stops within new developments.
- Use integrated platforms to offer synchronized digital trip-planning, booking and fare payment solutions.

In response to the identified opportunities, the MMTP takes the following directions to guide MMTP recommendations for transit.

Coverage: Bus stops are within walking distance of major residential, commercial and employment areas.

- Ensure that bus stops are accessible within 200-600 metres of new developments
- Prioritize coverage within identified underserved neighbourhoods

Frequency: Service accommodates demand.

- Ensure that service frequency matches demand in areas with high ridership
- Use on-demand service to complement existing fixed-route service and support existing demand

Integration: Bus stops are accessible via active transportation (walking and cycling).

- Egress and access to active transportation facilities is maintained and provides safe connections to the bus stop network
- First-mile/last-mile agents are introduced to enhance bus stop connectivity and access

- Shelters, benches and other street infrastructure is provided at designated bus stops to cater to bus stop demand

Scalability: The transit system grows hand-in-hand with the Town.

- Route extensions, realignments, and newly proposed routes extend service to new growth areas

Equity: Transit fares are affordable.

- Effective fare integration strategies are established with partnering municipalities
- Affordable transit pass programs are implemented

8.3.2 Developing Recommendations

In developing transit recommendations for the MMTP, ridership data was spatial access measures were used to understand what could be done to enhance service and connectivity. Options to enhance service coverage included proposing new routes, extending service on routes to reach underserved areas, or realigning routes to expand coverage. In evaluating which approaches the Town could proceed with, the following was reviewed:

- **Existing AADT**
  - To improve travel along congested corridors
- **Existing Ridership throughout Collingwood and around Underserved Areas**
  - To avoid route realignment around areas with high ridership
  - To maintain established transit corridors to sustain current ridership levels
  - To develop programs to increase transit affordability and enhance access to transit
- **Transit Connectivity**
  - To prioritize connections with existing routes to maintain convenience
  - To propose alternatives to either move ridership onto adjacent routes by improving route connectivity
- **Land Use Context and Future Developments**
  - To maintain a 200-600 metre radial walking distance between stops to ensure walkability
  - To prioritize connections to future residential, commercial, recreational developments, and institutions to meet demand targets
  - To support active transportation connections

8.3.3 Recommended Transit Service Delivery Options

Based on the evaluation of existing ridership and service delivery conditions, the following options have been proposed. Selection and implementation of these recommended options are scheduled as quick-win actions to be completed within the next 1 to 5 years.

Table 12: Recommended Transit Service Delivery Options

	Transit Service Delivery Option	Affected Routes
1	Stretching existing resources	All Fixed Routes (2 buses)
2	Extend Service to the South and Add a Resource	All Fixed Routes (3 Buses)
3	Operate a hybrid on-demand service	2 Buses

Details for each of the options presented in Table 10 are detailed below.

1. Stretching Existing Resources

To accommodate existing service by stretching existing resources, changes will be required on all fixed routes operating through Colltrans. This would entail the following:

- Discontinue the existing on-demand pilot project on weekends.
- Extend service south to Findlay Drive on **West Route**
- Extend service south to Dey Drive, Kirby Avenue, Tracy Lane on **East Route**
- Remove service from Cameron Street on **West Route** (customers walk to either Oak or Hurontario)
- Remove service from 5th Street on **West Route** (customers walk to 3rd)
- Adds 0.5km or 1 min. to the **West route**
- Adds 1.5km or 3 min. to the **East route**
- Extend service to Blue Shores along Highway 26 on **Crosstown East Route** in counter-clockwise loop.
- Remove service on Poplar Sideroad and 6th Line on **Crosstown East Route**
- Remove service from St.Clair Street (optional), customers have to walk out to Highway 26, but do not need to cross the highway.
- Schedules remain the same, but with less recovery/lay-over time on **East** and **West** Routes (i.e. less reliable schedule adherence on East and West Routes)
- **Crosstown East** and **West** routes depart from the Terminal on the hour, **Crosstown West** and **East** routes depart on the half-hour.

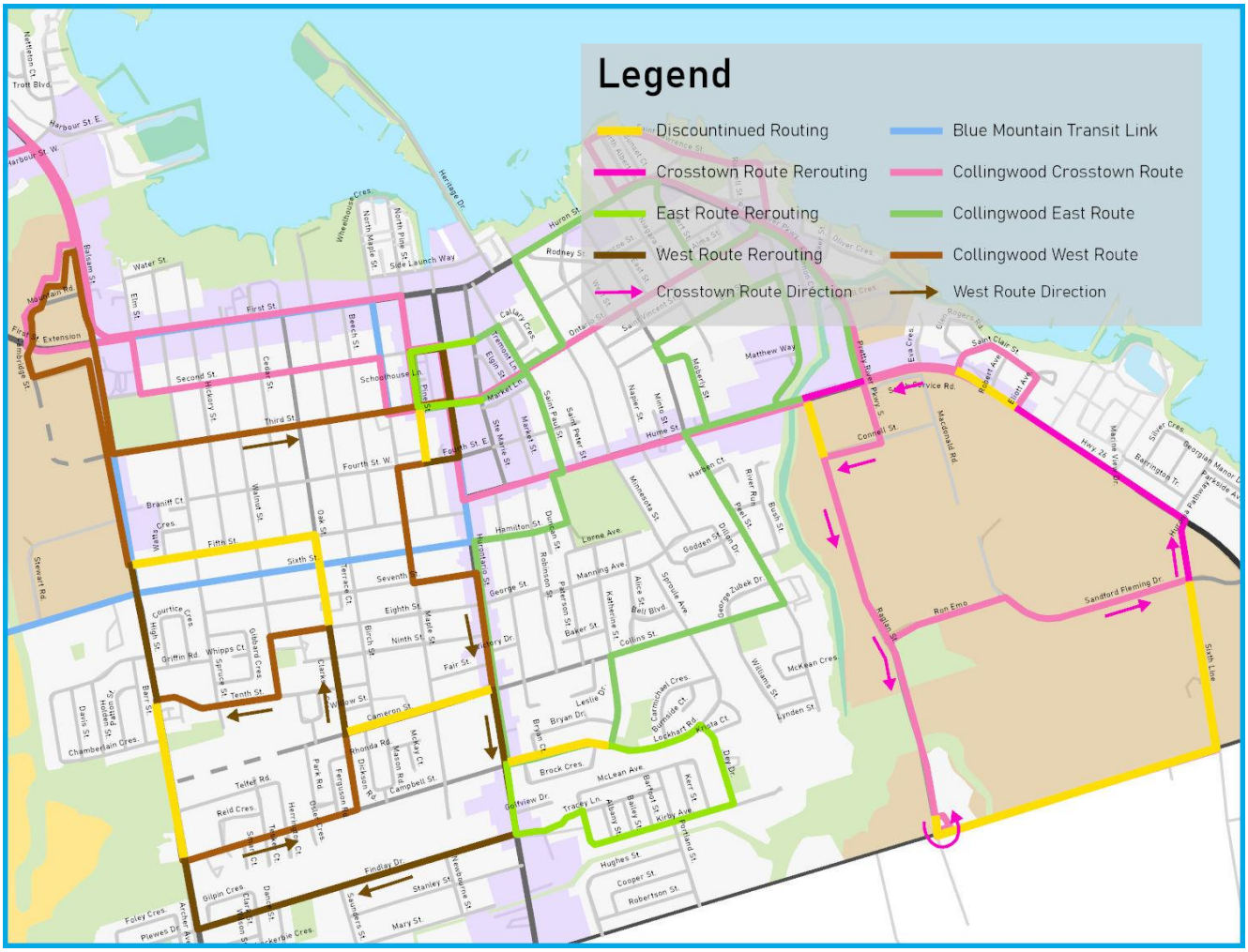


Figure 30: Option 1

2. Extend Service to the South and Add a Resource

For the option of extending service to the South, all routes will undergo service changes. This option requires the Town to consider purchasing another vehicle to add to their existing fleet. Selecting this option would entail the following:

- Discontinue the existing on-demand pilot project on weekends.
- A new route would operate between the Downtown Terminal and Nottawa via Blue Mountain Centre and Georgian College in the return direction.
- The bus would depart the Terminal on the hour, travel to Blue Mountain Centre and Nottawa. Return trip would serve Georgian College.
- In combination with the **Crosstown West** route, there would be a 30-minute frequency between the Blue Mountain Centre and the Terminal.
- The new route would serve Findlay Drive, but other underserved areas would remain underserved.
- Some duplication of existing services along First Street and High Street.
- Service to Nottawa would require an agreement with the neighbouring Clearview Township, which could also be provided as a jointly funded initiative.
- Eventual need to serve Georgian College in both directions may create scheduling challenges.
- Cost of the additional service will not be offset by a significant increase in ridership.

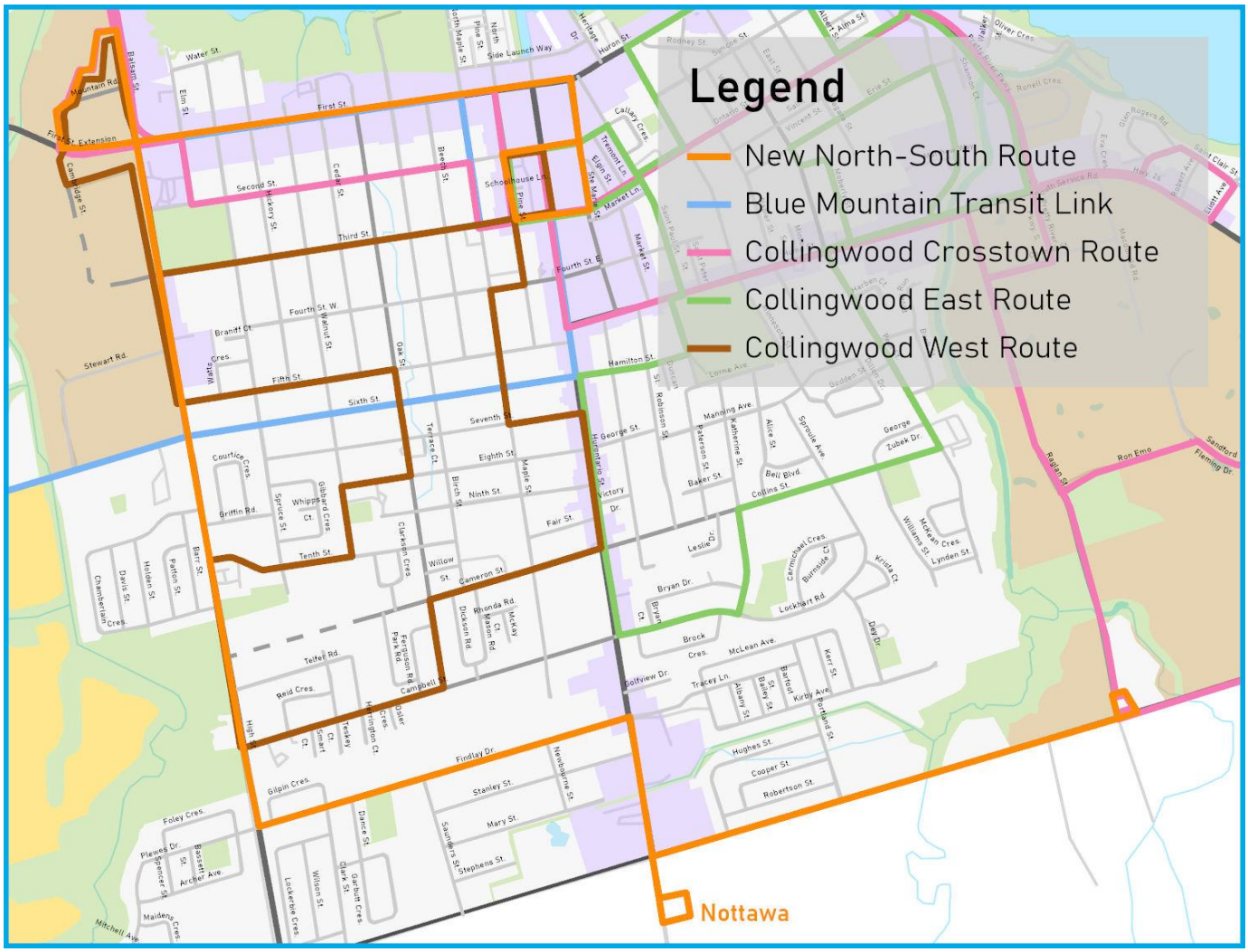


Figure 31: Option 2

3. Operate a Hybrid On-Demand Service

The **Hybrid On-Demand Service** option maintains current, On-Demand services, and provides opportunities to expand service coverage and operation over time. As this is a hybrid option, some fixed routes will be discontinued to expand On-Demand service to improve efficiency in underserved areas. The following has been proposed for this option:

- **Crosstown East** and **Crosstown West** routes would be retained at all times.
- On-demand transit would expand to operate 7 days a week, but restricted to residents travelling to and from the on-demand transit zone.
- The **Crosstown West** Route would travel eastbound on 3rd Street instead of on 2nd Street.
- Transit would no longer operate on 2nd Street, Simcoe Street, St. Paul Street, Minnesota Street, Huron Street, Albert Street, Erie Street, Maple Street, and 5th Street.
- On-demand service would be offered within a defined on-demand transit zone south of Fifth and Hume Streets.
- On-demand service trips would travel to/from the Terminal to pick-up or drop off within the on-demand service zone.
- Customers travelling within the on-demand transit zone would have door-to-door or stop-to-stop service.
- Customers crossing between the fixed route and on-demand transit areas would need to transfer at the downtown transit terminal.
- The on-demand transit zone could include the Nottawa area, subject to an agreement with Clearview Township.

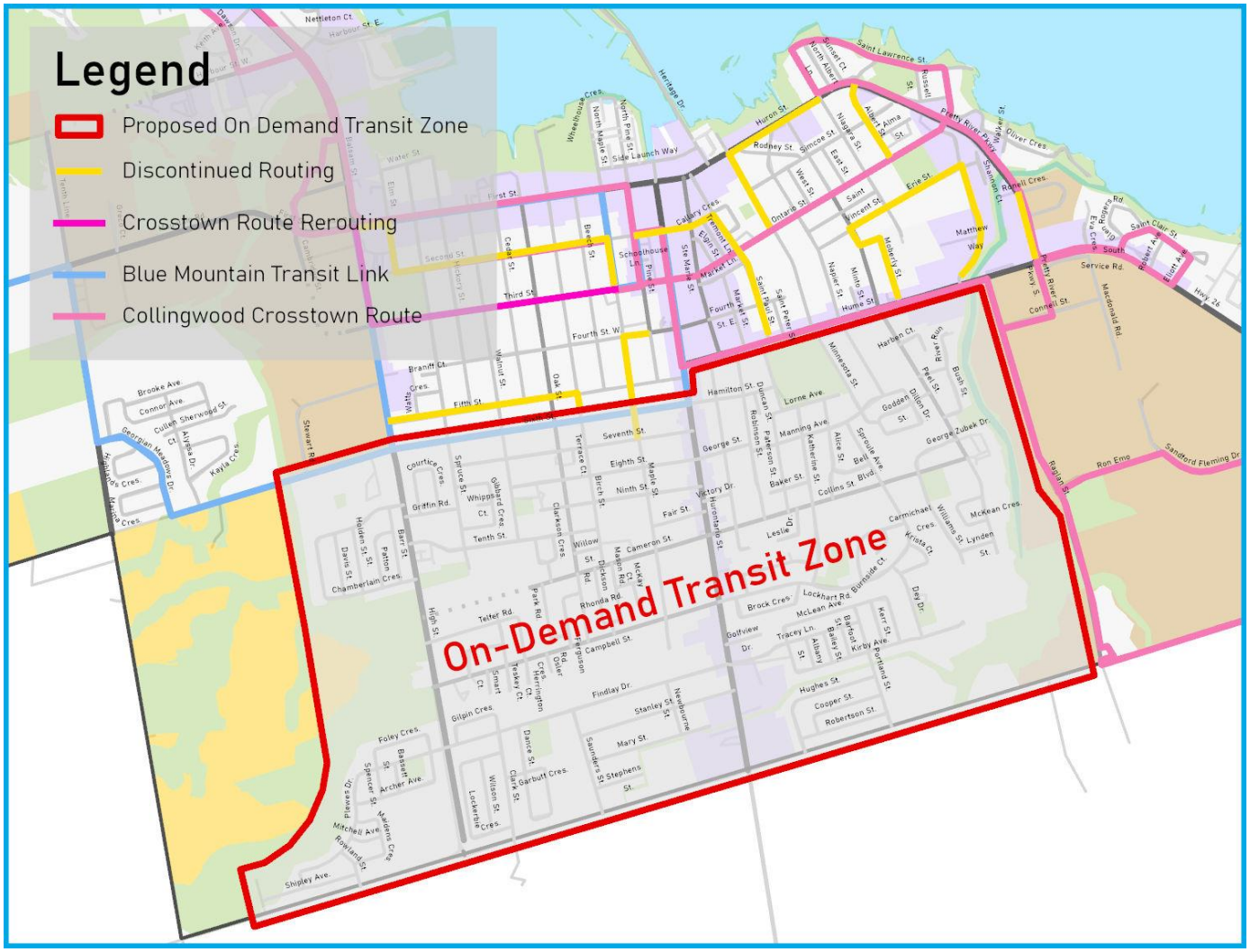


Figure 32: Option 3

8.3.4 Transit Recommendations

Based on the project team's review, the following recommendations have been identified for Transit. Many of these recommendations have been scheduled for implementation over short-term, medium-term and long-term phases in Chapter 10.

Table 13: Transit Recommendations

Recommendation	Notes
Develop an inter-municipal transit committee to coordinate transit planning issues across the region.	Examine potential efficiencies and partner on developing strategies to improve transit.
Develop discounted transit pass programs.	Discounted pass programs will be established to increase access and affordability.
In partnership with the Township of Clearview, pilot a bus route that connects the Town of Collingwood to the Town of Nottawa.	Provide one north-south connection between Nottawa and Collingwood.
Implement route changes to expand service to new growth areas and developments.	Cover system gaps in underserved areas and future growth areas/developments.
Maintain connections to active transportation facilities.	Ensure that bus stops are accessible via active transportation.
Conduct an Asset and Fleet Management Review to assess existing transit service conditions.	Review operational costs and develop recommendations for maintaining transit assets
Establish Level-of-Service policies to define criteria for bus-stop location and bus stop infrastructure	Defines criteria for appropriate bus-stops locations and infrastructure.
Establish framework and regulations for introducing micro-mobility.	Mirco-mobility can assist first-mile/last-mile connections and provide increased access to transit.

Policy Development is an essential part of providing the framework, tools and guidelines to assist future project and program development. This section presents supplemental policy documents that have been developed to support the MMTP, proposed revisions to existing Town policy documents and recommendations for future policy documents to support the development of transportation infrastructure in Collingwood.

09

Policy Development

9.1 Supplemental Policy Documents

In addition to the recommendations listed in previous sections, the MMTP includes additional, supplemental policy documents to provide deeper insight into managing specific transportation issues and concerns. These policy documents include:

- Complete Streets Policy
- Community Safety Zones Policy
- Truck Route Policy
- On-Street Parking Policy
- Transportation Impact Study (TIS) Policy

The contents of each of these policy documents are described in the next sections, and each are attached as appendices to the MMTP.

Complete Streets Policy

The Town of Collingwood's Complete Streets Policy is a comprehensive document providing a holistic approach to prioritize the creation of safe, convenient and comfortable streets for pedestrians, cyclists, transit users and drivers. For many North American cities, Complete Streets represent a shift in road design. The approach is a transition from designing primarily for vehicles, to providing context specific, mode-inclusive street designs that actively respond to the nature and configuration of surrounding environments. As Complete Streets integrate elements of land use and transportation planning, the development of this policy not only provides the framework for future road projects but also considers how various street typologies match land use contexts to purposefully enhance network safety, connection and comfort.

In developing complete streets, public input is valued to achieve success. Highlighting community wants and needs is essential to create streets that work everyone. As such, the importance of public input is significantly highlighted within the policy document. Giving room to the public helps identify areas of improvement, network gaps, and conveys what matters to maintain an equitable transportation network for diverse communities.

The Complete Streets Policy provides best practices for developing Complete Streets, and for Collingwood, this means creating a framework that integrates land use and street design and holds space for aligning related policies that guide street design and operation for all road users.

Community Safety Zones Policy

The Community Safety Zone Policy is developed to bring the Town of Collingwood one step closer to enhancing public safety in the transportation network. As defined by the Highway Traffic Act (HTA), a Community Safety Zone is "a section of roadway where public safety is of special concern". Based on this definition, the developed policy outlines procedures towards identifying, selecting and designating high priority areas where public safety is vital. The procedures produced for this policy are based on justifications detailing warrant criteria used to define appropriate candidate sites for Community Safety Zone designation. The warrant criteria are defined based on existing literature from Ontario-contexts and are adapted to fit the Town of Collingwood's transportation context. These justifications consider existing traffic safety conditions and the surrounding land use context in the process of determining the suitability of an identified candidate site.

Overall, the development and adoption of this policy will work towards decreasing speed limits, providing guidance on automated speed enforcement, and increasing traffic safety and vigilance between all road users in accident prone or critical traffic environments.

Truck Route Policy

Collingwood's Truck Route Policy provides the means to support local growth and economic development through goods conveyance; and improves safety and congestion conditions by allocating designated space for truck traffic. The Truck Rote Policy designates a Town-wide truck route network to complement existing routes designated by Simcoe County. The newly designated routes are meant to provide direct access to commercial and industrial areas without intercepting low-stress communities and neighbourhood streets. In designating these routes, the Town will be able to improve traffic flow and manage congestion due to truck activity. Within this Policy, the Town also adopts a hybrid regulatory signage system to enforce designated truck routes year-round. Additional signage that has been adopted includes signage for load restrictions, which will be applied during seasonal and temporary conditions as stated in the policy. Signage to enforce truck routes and load restrictions adhere to guidance and regulation found in Ontario Traffic Manual (OTM) Book 5 and the Highway Traffic Act (HTA), R.S.O. 1990.

On-Street Parking Policy

The Town of Collingwood's On-Street Parking Policy provides the framework to safely facilitate on-street parking along Collingwood's neighbourhood streets, as well as central locations. This policy supports and recommends the application of the current parking regulations found in the Town's current Zoning By-law and Parking By-law and further expands on the practical application of these documents by considering context specific roadway elements that impact or deter the implementation of on-street parking in a shared transportation network.

In addition to specifying the constraints of when and where parking is permitted and how parking should be conducted and regulated on streets within Collingwood's jurisdiction, the On-Street Parking Policy lists analysis that should be completed before considering implementation.

In reviewing the Transportation Association of Canada's (TAC) Design Guidelines, Chapter 4 and 5, this policy adopts design standards and notes for implementing on-street parking on Collingwood's streets.

Traffic Impact Study (TIS) Policy

Many municipalities around the Town of Collinwood have established Traffic Impact Study (TIS) Policies to guide the evaluation of both existing and future transportation conditions due to new construction and/or developments. For the Town of Collingwood, the development of a TIS Policy provides a formal method to assess the potential impacts of new construction and/or developments within the surrounding network. The method assesses the following:

- Roadway Capacity;
- Intersection Operation;
- Traffic Safety;
- Active Transportation and Transit Operations;
- Parking Needs; and
- Environmental Impacts.

By following the assessments helps define potential recommendations and mitigation strategies to circumvent any issues that may occur due to new changes. The assessments also provide guidance towards properly accommodating increased traffic demand and in so account for factors such as infrastructure adequacy, trip generation and traffic volume influencing travel patterns around the new development.

By establishing a Traffic Impact Study Policy for the Town of Collingwood, this document will provide streamlined, consistent guidelines to accurately measure existing and future impacts on new developments and/or construction. The policy also helps consultants working with the Town of Collingwood make informed decisions based on engineering judgement to efficiently identify and mitigate transportation issues to improve traffic conditions in the Town.

9.2 By-law and Existing Policy Revisions

Some existing policies and by-laws from the Town have been reviewed to create recommendations for future updates. Town staff and the consultant have identified that the following policies will be reviewed for potential updates:

- Stop Sign Policy
- Speed Reduction Policy
- Crosswalk Policy
- Traffic Calming Policy

The only policy found to require updates was Collingwood's Traffic Calming Policy. In addition to the listed policies, the following by-laws have been reviewed as well for potential updates.

- Parking By-law
- Skateboard By-law
- Sidewalks, Dangerous or Impeding Activities By-law
- Motorized Vehicles on Certain Municipally Owned Property By-law

Traffic Calming Policy

The Town of Collingwood's Traffic Calming policies create a formal process to investigate and implement traffic calming procedures. Their objective is to ensure that neighborhoods and residents are able to apply treatments that enhance roadway conditions for all users.

The policy follows an eight step-process that involves the completion of the following steps:

1. Traffic Calming Request
2. Town Screening
3. Data Collection
4. Preliminary Design Review
5. Community Notification
6. Prioritization & Council Notification
7. Final Design & Implementation
8. Monitoring & Evaluation

Overall, EXP proposes that applicants may issue new Traffic Calming requests three (3) years after the initial request, instead of after five (5) years. Further, within the Traffic Calming Policy's eight-step process, EXP identified the need to revise elements of **Steps 1** and **2**.

For **Step 1: Traffic Calming Request**, a petition must be conducted and completed, showing 51% support from respondents directly impacted by the proposed location for the Town to proceed with the Traffic Calming request. It is noted that this portion of the Traffic Calming Implementation process is inefficient and slows down the approval process for handling requests. After reviewing Traffic Calming Policies from other municipalities in Ontario[19] to expedite this process, EXP proposes the following amendments to this step of the policy:

- Remove the completion of an initial petition entirely
- Town staff or consultants can recommend specific traffic calming at locations based on activities such as screenings of observed traffic volumes and speed conditions

[19] The City of Belleville, The Town of La Salle, Town of Wasaga Beach, The City of Guelph, The City of Kingston

To reflect this change, the following flowchart in Appendix A of the 2021 Traffic Calming Policy has been amended.

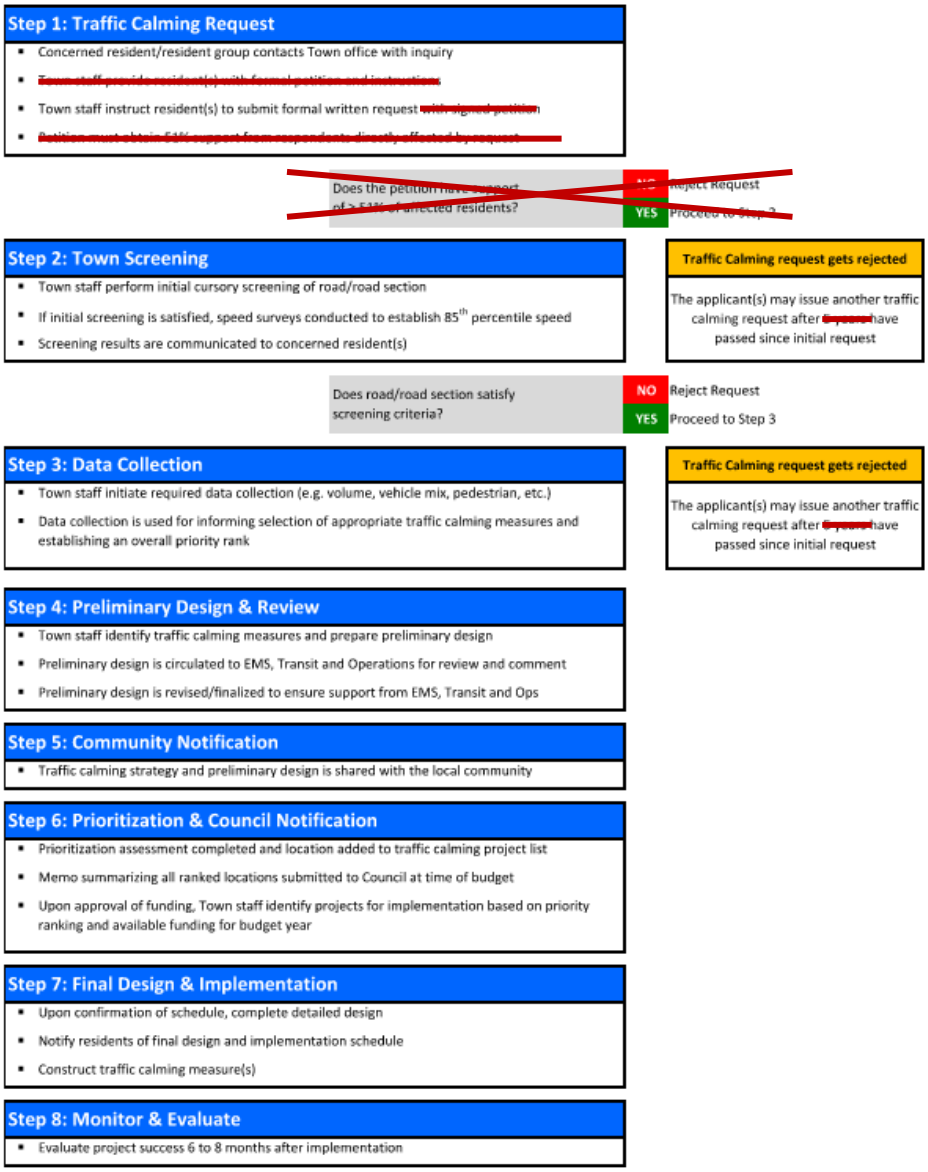


Figure 33: Appendix A, 2021 Traffic Calming Policy

For Step 2: Traffic Calming Request, EXP identified that revisions should be applied to 'table 2' and its associated text to match recommendations derived from the completed Speed Reduction Policy. 'Table 2' from the Traffic Calming Policy is referenced below.

Table 14: 85th Percentile Speed Considerations, Table 2, 2021 Traffic Calming Policy

Posted Speed Limit	85th Percentile Speed	Exceedance of Speed Limit
40 km/h	45 km/h	+ 5km/h
50	60	+10
60	70	+10

In addition to this revision, EXP also noted that the provision of a checklist covering all elements of the Town Screening should be provided to ensure that all elements have been covered before either rejecting the request or proceeding to **Steps 3** to **8**.

The proposed checklist is as follows:

Table 15: Town Screening Checklist

Criteria	Yes	No
Road section is a local road maintained by the Town of Collingwood		
Road section has a minimum average annual daily traffic volume of 900 vehicles		
Road section has sidewalk on one or both sides of street		
Road section has cycling facilities		
Road section has a minimum length of 220 m without being a dead-end road section or cul-de-sac		
Road section has a grade that does not exceed 6%		
Road section has not been the subject of a rejected speed study or traffic calming request within the past 3 years		
All other reasonable efforts have been made to address the concerns using utilizing other means including education and enforcement tools		
The zoning of the affected location is primarily residential		
All criteria above should be satisfied for traffic calming to be considered further in this checklist.		
The observed 85th percentile speed exceeds the posted speed limit according to the thresholds noted in 'table 2'		
The criteria above should be satisfied for traffic calming to be considered further.		

If all the criteria from the Town Screening Checklist is satisfied, Steps 3 to 8 of the Traffic Calming Process remain in effect. If the checklist remains unsatisfied, an exception to the three (3) year requirement can be made if significant changes to the road section have been made since the previous review.

Traffic Calming Requests 2021-2025

Table 16 provides a list of traffic calming requests between 2021-2025.

Table 16: Traffic Calming Requests (2021-2025)

Road Section	Year	Comments
Second Street between Elm Street and Pine Street	**2021**	Speed survey results, determined that there is not a significant exceedance of the speed limit.
Connor Avenue between Georgian Meadows Drive and Brooke Avenue	**2023**	The speed survey results, determined that only 1.68% of the overall traffic was travelling in the 41km/h+ range giving this location a low enforcement rating. This investigation also revealed that the combined average daily traffic (ADT) volume is 535 vehicles per day. The Policy requires that the road section must have a minimum of 900 vehicles per day, in order to be considered for traffic calming.
Fifth Street – High to Hurontario	**2023**	The speed survey determined that only 6.1% of the overall traffic was travelling in the 55km/h+ range giving this location a low enforcement rating. The road segment can be reconsidered for another review in 3 years from now, in September of 2026.
Minnesota Street between Hume Street and Manning Avenue/Dillon Drive	**2023**	The speed survey determined that only 7.2% of the overall traffic was travelling in the 55km/h+ range giving this location a low enforcement rating. The road segment can be reconsidered for another review in 3 years from now, in October of 2026.

Road Section	Year	Comments
Pine Street between Fourth Street and Fifth Street	**2023**	The speed survey determined that there is not a significant exceedance of the speed limit, as only 2.7% of vehicles breached the enforcement limit. The road segment can be reconsidered for another review in 3 years from now, in July of 2026.
Raglan Street	**2024**	Speed survey conducted - Based on the findings, the majority of vehicles travelling on this stretch of Raglan Street appear to be operating below the posted speed limit.
Balsam Street	**2025**	Traffic Calming petition submitted – Speed survey being completed, and findings will be shared with resident.

Red light Cameras

Red light cameras remain a viable option for traffic calming within Collingwood. The 2021 Traffic Calming Policy notes that red-light cameras share similar characteristics with automated speed enforcement and can capture both red-light violations and associated speeding as violations occur. It is recommended that $80,000/per camera should be allocated towards the installation of red-light cameras within Collingwood.

By-law Revisions

No revisions have been proposed.

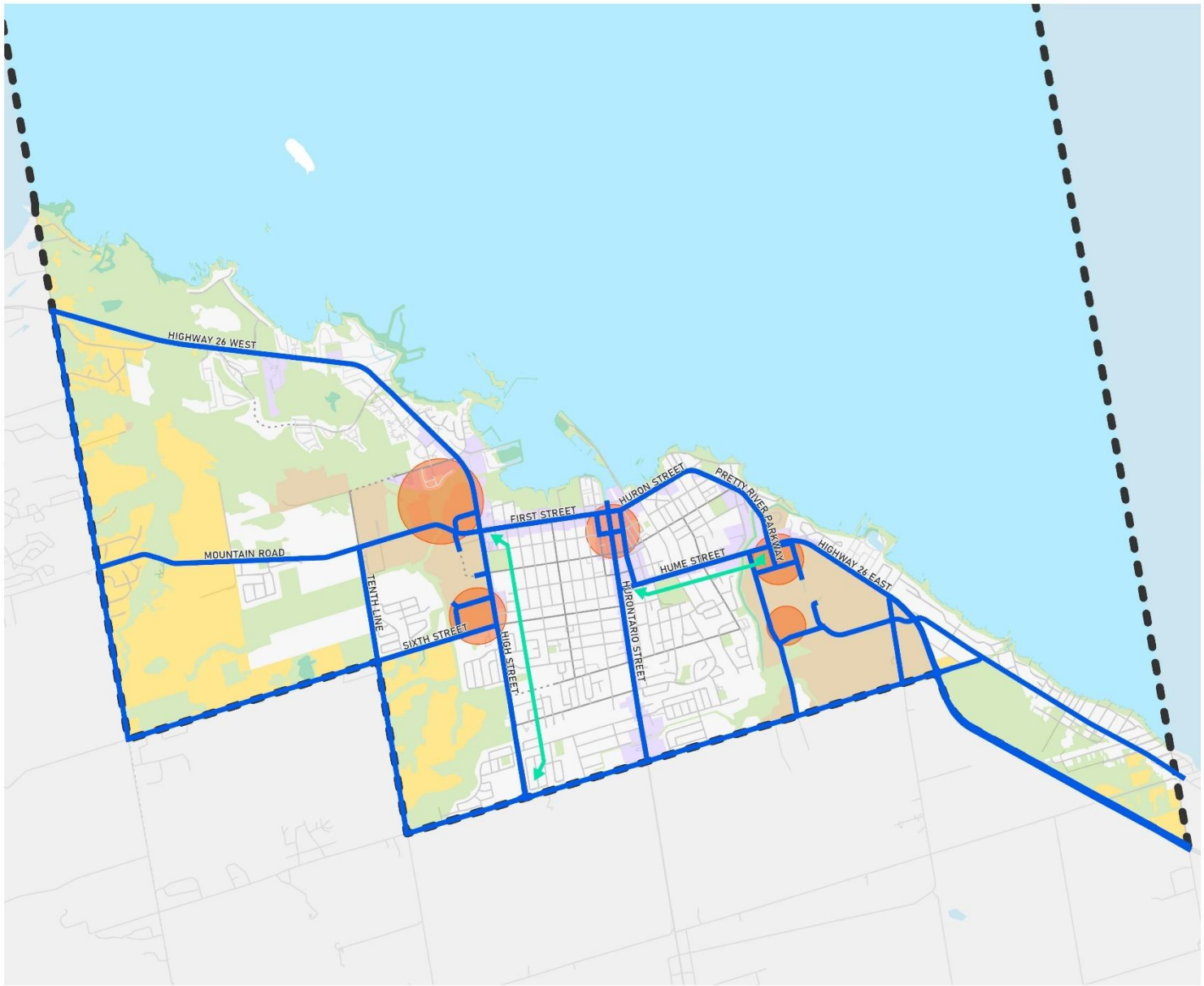
9.3 Policy Development Recommendations

Our public and stakeholder engagement sessions as well as our needs and opportunities evaluation informed the MMTPs policy development recommendations. Each of the policies recommended address portions of Collingwood's transportation network. The goal is that all proposed policies, once developed, will holistically provide the framework and strategies to manage and maintain the future multi-modal network. Table 17 lists all recommendations pertaining to policy development.

Table 17: Policy Development Recommendations for the Street Network

Recommendations	Notes
Adopt of Truck Route Policy	Truck Route Policy will regulate truck activity and designate appropriate truck routes to establish Truck Route Network[20].
Adopt of Complete Streets Policy	Complete Streets Policy will guide street design and provide tools and design strategies to develop context-sensitive designs.
Adopt On-Street Parking Policy	On-Street Parking Policy will provide regulation and design strategies to designate on-street parking locations within Collingwood.
Adopt EV Charging By-Law	Adopt EV charging By-Law to operate EV changing stations for public use at parking lots. For parking lots of at least ten spaces or more, one space or more should be allocated to EV charging. The minimum requirement for providing EV charging should be evaluated in greater detail as demand increases and as the Town's Climate Action Plan is developed.
Adopt Transportation Impact Study Policy	Transportation Impact Study Policy will be used to evaluate future transportation conditions due to new construction and/or developments.
Complete Downtown Parking Study	Downtown parking conditions and utilization will be studied.
Adopt/Develop Street Typologies	Define Street Typologies to provide context-sensitive classification to existing street classifications.
Adopt/Develop Road Safety Action Plan	Develop road safety action plan to provide policies to enhance everyday safety along Collingwood's streets.
Adopt Vision Zero Program	Develop and adopt Vision Zero program to provide infrastructure protections for all road users.

[20] The Future Truck Route Network provided in next page.



SINCE 1858 A PLACE TO LIVE WORK & PLAY
COLLINGWOOD

TOWN OF COLLINGWOOD

MASTER MOBILITY & TRANSPORTATION PLAN

FUTURE TRUCK ROUTES

Future Truck Route Network

- Future Truck Route Network
- Areas with High Truck Activity
- Time-of-Day Restricted Areas (7:00 AM-7:00 PM)*

Base Mapping

- Arterial Road
- Collector Road
- County/Regional Road
- Future Collector Road
- Local Road
- Private Road
- Provincial Road
- Municipal Boundary
- Community Areas
- Employment Areas
- Greenlands System
- Rural/Agricultural Area
- Strategic Growth Areas

*When official signs are erected along designated road segments, specified load restrictions will be in effect throughout the indicated period.

0 0.3 0.5 1 1.5 2 Kilometers

MAP STATUS: DRAFT

DATE: 06/23.2025

exp.

The Implementation Action Plan lists all recommended infrastructure projects, policy and program actions for Collingwood's street, active transportation and transit network in this iteration of the MMTP. Each project, policy or program has been defined as a quick-win, short-, medium or long-term action due for completion over a specified timeframe. Definitions for the timeframe of each action and the project-, policy-, or project type have been provided.

10

Implementation Action Plan

10.1 Prioritization

The process of prioritizing the right transportation infrastructure projects, policies and programs for the Town of Collingwood is reflective of the MMTP visioning. Through objectively evaluating the complexity and feasibility of implementation, public input shared throughout the MMTP study has shaped our priorities. This has helped us support each Mobility Pillar as we have considered the following questions under each Mobility Pillar when developing recommendations:

Does the project, policy or program consider future economic, environmental or public concerns?

Is the recommended project, policy or program in-line with Vision Zero policies and does it improve public health?

Does the project, policy or program enhance mobility for all-ages and abilities and allow users to comfortably travel by their mode of choice?

Are recommended projects, policies or programs supported by the local context and do they provide or improve connections to different modal networks and services?

10.2 Action Plan

Table 18 outlines how different types of recommended mode specific actions will be phased. Timeframes for the completion of these actions are defined as follows:

- **Quick-Win:** Immediate – 1 year time frame
- **Short-Term:** 5 – 10-year time frame (2035)
- **Medium-Term:** 10 – 20-year time frame (2044)
- **Long-Term:** 20 + year time frame (2051 and beyond)

Table 18: Phasing

Timeframe	Streets	Active Transportation	Transit	Policy Development
Quick-Win	Signal Optimization	Local area improvements	Signage, fare and wayfinding improvements	Policy development fits within each phased timeframe.
Short-Term	Operations improvements and intersection improvements	Painting bike lanes, fixing sidewalk gaps	Governance and collaborative efforts within the region, north-south coverage, starting discounted pass programs	
Medium-Term	Intersection improvements	Build multi-use trails, Data Collection for Active Transportation, Policy and guideline development	Expand regular fixed-route or on-demand service to new growth areas, Policy and guideline development	

Timeframe	Streets	Active Transportation	Transit	Policy Development
Long-Term	Road rehabilitation, construction and widening projects	Construct new separated facilities for cyclists and pedestrians	Conduct asset management and fleet review	

Many of the recommended actions presented in Section 10.4 may take several years to plan, implement design and construct. As that might be the case, the MMTP will be regularly updated to capture incomplete projects and newly identified recommended actions to ensure that the Town is actively seeking opportunities to address network needs.

10.3 MCEA Planning Requirements

The MMTP is committed to following all MCEA requirements for transportation projects. Many of the proposed projects in Chapter 10 are modifications to the existing street network to further integrate active transportation and improve network conditions for pedestrians, cyclists, transit-users and drivers. Projects that were designated under Schedule B or C in Table 20 are subject to MCEA 2024 guidance and the completion of an EA prior to project commencement or detailed design.

Active Transportation projects proposed in the MMTP have been pre-approved by involved stakeholders. These are exempt and do not require EA planning studies prior to implementation and functional design reviews.

10.4 Implementation List

The network and mode-specific actions provided in the following lists are based on recommended projects, policies and programs established in Chapter 8. Each identified infrastructure project is identified in Future Network maps found at the end of Chapter 8.

Table 19: Implementation List

Action	Description	Timeframe	Implementation Notes
Street Network			
Infrastructure Project	Cranberry Trail/Gun Club Road & Highway 26		**Short-Term:** Signal Timing Optimization ❖ Install signalized intersection ❖ Provide dedicated left-turn lanes on all approaches **Medium/Long-Term:** Signal Timing Optimization
Infrastructure Project	First Street & High Street/Balsam Street		**Short-Term:** Addition of additional southbound through-lane and median extension on north and south approaches **Medium/Long-Term:** Signal Timing Optimization
Infrastructure Project	Mountain Road & Old Mountain Road/Cambridge Street		**Short-Term:** Intersection performance improvements ❖ Add northbound and southbound right-turn lanes to reduce turning delays and improve flow at the intersection approaches. ❖ Reconfigure the westbound right-turn lane as a shared through/right-turn lane, optimizing lane utilization where space constraints exist. ❖ Optimize signal timings to better coordinate traffic movements and reduce overall intersection delay, particularly during peak periods. **Medium/Long-Term:** Signal Timing Optimization
Infrastructure Project	Tenth Line & Mountain Road		**Medium/Long-Term:** Complete roundabout upgrade
Infrastructure Project	Tenth Line & Sixth Street		**Medium/Long-Term:** Contemplate roundabout upgrade
Infrastructure Project	Poplar Sideroad & Concession 10 Road		**Short-Term:** Intersection operations improvements ❖ Add dedicated left-turn lanes on all approaches expect the westbound approach **Medium/Long-Term:** Signal Timing Optimization
Infrastructure Project	High Street & Third Street		**Short-Term:** Intersection operation improvements ❖ Install traffic signals

Action	Description	Timeframe	Implementation Notes
			❖ Add dedicated left-turn lanes on all approaches ❖ Optimize signal timings ❖ Downgrade the Home Depot & High Street intersection and signalize Third Street & High Street **Medium/Long-Term:** Signal Timing Optimization
Infrastructure Project	High Street & Campbell Street		**Short-Term:** Intersection operation improvements ❖ Install signals **Medium/Long-Term:** Signal Timing Optimization
Infrastructure Project	Hurontario Street & Poplar Sideroad		**Short-Term:** Intersection performance improvements ❖ Add eastbound and westbound through lanes ❖ Introduce dedicated southbound left-turn and right-turn lanes ❖ Optimize signal timings **Medium/Long-Term:** Signal Timing Optimization
Infrastructure Project	Poplar Sideroad & Raglan Street		**Short-Term:** Intersection performance improvements ❖ Install traffic signals ❖ Add eastbound and westbound through ❖ Introduce a dedicated westbound right-turn lane ❖ Implement a southbound left-turn lane ❖ Widening along Poplar Sideroad **Medium/Long-Term:** Signal Timing Optimization
Infrastructure Project	Mountain Road		**Short-Term:** Road Improvements are expected to start within 2026
Infrastructure Project	Sixth Street between Tenth Line and High Street		**Medium/Long-Term:** Should be widened to accommodate two travel lanes in each direction
Infrastructure Project	High Street from Chamberlain Cresent to Poplar Sideroad		**Medium/Long-Term:** Should be widened to accommodate two travel lanes in each direction
Active Transportation: Pedestrian, Trails and Multi-Use Pathway Network			
Infrastructure Project	Campbell St., south from High St. to Teskey Ct.	Short-Term	Complete sidewalk gap
Infrastructure Project	Campbell St, north from Telfer St. to Maple St.	Short-Term	Complete sidewalk gap
Infrastructure Project	Campbell St., south from Maple St. to Hurontario St.	Short-Term	Complete sidewalk gap
Infrastructure Project	Collins St., south from Ste. Marie St. to Katherine St.	Short-Term	Complete sidewalk gap
Infrastructure Project	Collins St., north from Alice St. to Sproule St.	Short-Term	Complete sidewalk gap

Action	Description	Timeframe	Implementation Notes
Infrastructure Project	Tenth Line., from Sixth St. to Mountain Rd.	Short-Term	Complete sidewalk/trail gap
Infrastructure Project	Simcoe St., north from Napier St. to cul-de-sac	Short-Term	Provide new sidewalk connection
Infrastructure Project	Niagara St. on the west from Hospital to Simcoe St.	Short-Term	Provide new sidewalk connection
Infrastructure Project	Peel St. from Collins St. to Hume St.	Short-Term	Provide new sidewalk connection
Infrastructure Project	County Rd. 32, from Black Ash Trail	Short-Term	Complete gap in trail network
Infrastructure Project	Campbell St. on the south to Findlay Dr., via Teskey Ct.	Short-Term	Complete gap in trail network
Infrastructure Project	Blue Fairways connection from Cranberry Trail to Georgian Trail	Short-Term	Complete gap in trail network
Infrastructure Project	Findlay Drive from High St. to Hurontario St.	Short-Term	Complete sidewalk gap
Infrastructure Project	Raglan St. from Erie St. to Ontario St.	Short-Term	Sidewalk extension
Infrastructure Project	Highway 26 on the south/west from Vacation Inn trail to Cranberry Trail East	Short-Term	Complete sidewalk gap
Infrastructure Project	Mountain Rd. between Cambridge St. & Tenth Line	Short-Term	Sidewalk
Infrastructure Project	Dawson Dr. between Harbour St. W. and Cranberry Trail	Medium-Term	Provide pedestrian facility
Infrastructure Project	Blue Mountains trail connection	Medium-Term	Provide trail
Infrastructure Project	Oak St., on the west from First St. to Third St.	Medium-Term	Complete sidewalk gap
Infrastructure Project	Second St., on the north from Elm St. to Oak St.	Medium-Term	Complete sidewalk gap
Infrastructure Project	Third St., on the north from Spruce St. to Cedar St.	Medium-Term	Complete sidewalk gap
Infrastructure Project	Future Third St. Extension	Medium-Term	Sidewalk
Infrastructure Project	Walnut St., the entire street	Medium-Term	Sidewalk
Infrastructure Project	Eleventh Line Trail Extension from Georgian Trail to Sixth St.	Medium-Term	Extend and provide new trail connection
Infrastructure Project	Chamberlain St. trail connection	Medium-Term	Complete gap in trail network
Infrastructure Project	Campbell St. trail connection to creek	Medium-Term	Complete gap in trail network
Infrastructure Project	High St. on the west from Third St. to Fifth St.	Medium-Term	Complete sidewalk gap
Infrastructure Project	High St. on the east between Fifth St. and Sixth St.	Medium-Term	Complete sidewalk gap
Infrastructure Project	High St. from Chamberlain Cres. to Poplar Sideroad	Medium-Term	Complete sidewalk gap
Infrastructure Project	Connection of Cranberry Trail East and West	Medium-Term	Provide pedestrian facility
Infrastructure Project	Highway 26 between Beachwood Rd. and Marine View Dr.	Medium-Term	Complete sidewalk gap
Infrastructure Project	452 Raglan Street development trail connection	Long-Term	Provide new trail
Infrastructure Project	Mountain Rd. between Tenth Line & Eleventh Line Trail	Long-Term	Sidewalk
Infrastructure Project	Highway 26 on the south from Harbour St. to Cranberry Trail East	Long-Term	Complete sidewalk gap
Infrastructure Project	Third Street Trail connection	Long-Term	Complete gap in trail network
Infrastructure Project	Ron Emo Rd. & Sandford Fleming Dr.	Long-Term	Provide appropriate pedestrian facility

Action	Description	Timeframe	Implementation Notes
Infrastructure Project	Poplar Sideroad between Clark St. and Highway 26	Long-Term	Provide appropriate pedestrian facility
Infrastructure Project	Trail connection from 780 Tenth Line	Long-Term	Complete gap in trail network
Infrastructure Project	Cranberry Marsh Boardwalk	Long-Term	Complete gap in trail network
Active Transportation: Cycling Network			
Infrastructure Project	Cameron Street/Collins Street	Short-Term	Construct approved cycling facility
Infrastructure Project	Campbell Street/Lockhart Road	Short-Term	Construct approved cycling facility
Infrastructure Project	Findlay Drive/Clark Street[21]	Short-Term	Construct approved cycling facility
Infrastructure Project	Peel Street/Lynden Street (east-west)[22]	Short-Term	Renew existing cycling facility
Infrastructure Project	Third Street btwn. Maple Street & High Street	Short-Term	Provide appropriate cycling facility
Infrastructure Project	Sixth Street btwn. Hurontario Street & High Street[23]	Short-Term	Provide cycling facility on both sides of street
Infrastructure Project	High Street	Medium-Term	Provide connection to cycling network
Infrastructure Project	Spruce Street	Medium-Term	Provide new cycling facility
Infrastructure Project	Second Street	Medium-Term	Provide new cycling facility
Infrastructure Project	Fourth Street	Medium-Term	Provide new cycling facility
Infrastructure Project	Fifth Street	Medium-Term	Provide new cycling facility
Infrastructure Project	Birch Street	Medium-Term	Provide new cycling facility
Infrastructure Project	Paterson Street	Medium-Term	Provide new cycling facility
Infrastructure Project	Robinson Street	Medium-Term	Provide new cycling facility
Infrastructure Project	Katherine Street	Medium-Term	Provide new cycling facility
Infrastructure Project	St. Paul Street	Medium-Term	Provide new cycling facility
Infrastructure Project	Eleventh Line Trail Extension from Georgian Trail to Sixth St.	Medium-Term	Extend and provide new trail connection
Infrastructure Project	Blue Mountain trail connection	Medium-Term	Provide trail
Infrastructure Project	Side Launch Way btwn. Hurontario Street & Pine Street	Medium-Term	Complete cycling network gap
Infrastructure Project	Minnesota Street btwn. Hume Street & Huron Street	Medium-Term	Provide new cycling facility
Infrastructure Project	Third Street Extension to Cambridge Street	Medium-Term	Extend existing cycling facility to street extension
Infrastructure Project	Napier Street btwn. Hume Street & Simcoe Street	Medium-Term	Provide connection to cycling network
Infrastructure Project	East Connection to Wasaga Beach (Install multi-use sidewalk from Marine View Drive to Beachwood Road)	Medium-Term	Provide connection to cycling network
Infrastructure Project	Ron Emo Road & Sanford Fleming Drive	Long-Term	Provide appropriate facility for cyclists
Infrastructure Project	Beachwood Road	Long-Term	Provide appropriate facility for cyclists

[21] Project is in progress/study phase
[22] Project is in progress/study phase
[23] Project is in progress/study phase

Action	Description	Timeframe	Implementation Notes
Infrastructure Project	Tenth Line from Sixth St. to Mountain Rd.	Long-Term	Provide appropriate facility for cyclists
Infrastructure Project	Poplar Sideroad btwn. Clark Street and Highway 26	Long-Term	Provide connection to cycling network
Infrastructure Project	Hurontario Street btw. First Street and Poplar Sideroad	Long-Term	Provide connection to cycling network
Infrastructure Project	Cranberry Road Extension	Long-Term	Provide connection to cycling network
Infrastructure Project	Trail connection from 780 Tenth Line	Long-Term	Complete gap in trail network
Infrastructure Project	Mountain Rd. between Tenth Line & Eleventh Line Trail	Long-Term	Provide connection to cycling network
Infrastructure Project	452 Raglan Street development trail connection	Long-Term	Provide connection to cycling network

Action	Timeframe
Preparation/Updates of Plans and Policy Documents	
Master Mobility & Transportation Plan Update	Medium-Term
Active Transportation Policy and Development Action Plan	Short-Term
Downtown Parking Study	Short-Term
Traffic Calming Policy Update	Quick-Win
Community Climate Action Plan	Short-Term
Asset and Fleet Management Review for Transit Services	Medium-Term
Level-of-Service Policy for Transit	Medium-Term
Road Safety Action Policy	Medium-Term
Pedestrian Crossing and PXO Implementation Strategy	Quick-Win
Preparation/Updates of Guidelines	
Pedestrian Infrastructure Guide	Medium-Term
Complete Streets Design Guide	Long-Term
Transit Service Guide	Medium-Term
Programs	
Vision Zero Program ❖ Formally adopt Vision Zero policies for transportation planning, operation and design.	Quick-Win
Discounted Transit Pass Program ❖ Develop pass programs for students, employees and those in financial need.	Short-Term
Active Transportation Improvement Program ❖ Develop an annual, formal program for funding and active transportation projects	Short-Term
Traffic Calming Implementation Program ❖ Develop an annual, formal program for funding and implementing traffic calming projects	Short-Term

10.5 Costing

High-level cost-estimates have been developed to determine infrastructure costs for all recommended street network and active transportation network projects. As a high-level cost-estimate, the provided costs are expected to vary as projects proceed to detailed design. In so, the accuracy of the total valuation of all projects proposed through the MMTP may increase or decrease over time. To ensure that current valuation remains accurate, the presented cost-estimates should be updated along with the MMTP every five (5) years. Coordination with Town staff in asset management and growth planning will be required to accurately evaluate presented costs prior to detail design and project implementation.

A cost summary over all recommended street network projects are listed in Table 20, and the cost summary of active transportation projects is provided in Table 21. These costs are phased in short-term, medium-term and long-term periods with 5-year increments for implementation.

The presented cost summaries have been developed based on examining costs of current assets, tenders and other sources that contribute to the future valuation of projects proposed in this plan.

Table 20: Costing Summary - Street Network Projects & Improvements

Phasing	5-Year Increments	Project Name	Proposed Project Type	Proposed MCEA Scheduling	Tentative Cost ($)
Street Network Improvements					
Short-Term	2026-2031	First Street & High Street / Balsam Street	**Intersection Improvement & Modification** Addition of additional southbound through-lane and median extension on north and south approaches	Exempt	2.5 mill.
Short-Term	2026-2031	Road Improvement - Mountain Road	Road Widening & Improvements ***As of 2026, improvements are currently being undertaken by Town**	Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	12 mill.
Short-Term	2026-2031	Mountain Road & Old Mountain Road/Cambridge Street	**Intersection Performance Improvements** Add northbound and southbound right-turn lanes to reduce turning delays and improve flow at the intersection approaches. Reconfigure the westbound right-turn lane as a shared through/right-turn lane, optimizing lane utilization where space constraints exist. Optimize signal timings to better coordinate traffic movements and reduce overall intersection delay, particularly during peak periods.	Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	1 mill.
Short-Term	2026-2031	Hurontario Street & Poplar Sideroad **Improvements will be implemented with Simcoe County**	**Intersection Performance Improvements** Add eastbound and westbound through lanes Introduce dedicated southbound left-turn and right-turn lanes Optimize signal timings	Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	3 mill.
Short-Term	2031-2036	Poplar Sideroad & Raglan Street **Improvements will be implemented with Simcoe County**	**Intersection Performance Improvements** Install traffic signals Introduce a dedicated westbound right-turn lane Widening along Poplar Sideroad	Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	3 mill.

Phasing	5-Year Increments	Project Name	Proposed Project Type	Proposed MCEA Scheduling	Tentative Cost ($)
Short-Term	2031-2036	Poplar Sideroad & Concession 10 Road **Improvements will be implemented with Simcoe County**	**Intersection Performance Improvements** Add dedicated left-turn lanes on all approaches except the westbound approach	Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	3 mill.
Short-Term	2031-2036	High Street & Third Street **Development driven project**	**Intersection Performance Improvements** Install traffic signals Add dedicated left-turn lanes on all approaches Optimize signal timings Downgrade the Home Depot & High Street intersection and signalize Third Street & High Street	Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	3 mill.
Short-Term	2031-2036	Cranberry Trail/Gun Club Road & Highway 26 **Development driven project**	**Signal Timing Optimization** Install signalized intersection Provide dedicated left-turn lanes on all approaches	Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	2 mill.
Short-Term	2031-2036	High Street & Campbell Street	Install signals	Exempt	60,000
Medium-Term	2031-2036	Tenth Line & Mountain Road	Complete Roundabout Upgrade	Exempt if no property acquisition; otherwise Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	2 mill.
Medium-Term	2031-2036	Tenth Line & Sixth Street **Improvements will be implemented with Simcoe County**	Complete Roundabout Upgrade	Exempt if no property acquisition; otherwise Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	2 mill.

Phasing	5-Year Increments	Project Name	Proposed Project Type	Proposed MCEA Scheduling	Tentative Cost ($)
Medium-Term	2031-2036	Road Improvement – Sixth Street between Tenth Line and High Street	This section of Sixth Street should be widened to accommodate two travel lanes in each direction to accommodate new growth by 2034	Exempt if no property acquisition; otherwise Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	7.5 mill.
Medium-Term	2031-2036	Road Improvement – High Street from Chamberlain Cresent to Poplar Sideroad	This section of High Street should be widened to accommodate two travel lanes in each direction to accommodate new growth by 2034	Exempt if no property acquisition; otherwise Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	8 mill.
Medium-Term	2036-2041	First Street & High Street / Balsam Street	Signal Timing Optimization	Exempt	60,000
Medium-Term	2036-2041	Mountain Road & Old Mountain Road/Cambridge Street	Signal Timing Optimization	Exempt	60,000
Medium-Term	2036-2041	Hurontario Street & Poplar Sideroad	Signal Timing Optimization	Exempt	60,000
Medium-Term	2036-2041	Poplar Sideroad & Raglan Street	Signal Timing Optimization	Exempt	60,000
Medium-Term	2036-2041	Poplar Sideroad & Concession 10 Road	Signal Timing Optimization	Exempt	60,000
Medium-Term	2041-2046	High Street & Third Street	Signal Timing Optimization	Exempt	60,000
Medium-Term	2041-2046	Cranberry Trail/Gun Club Road & Highway 26	Signal Timing Optimization	Exempt	60,000
Medium-Term	2041-2046	High Street & Campbell Street	Install signals	Exempt	2 mill.
Long-Term	2041-2051	Tenth Line & Mountain Road	Complete Roundabout Upgrade	Exempt if no property acquisition; otherwise	2 mill.

Phasing	5-Year Increments	Project Name	Proposed Project Type	Proposed MCEA Scheduling	Tentative Cost ($)
				Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	
Long-Term	2041-2051	Tenth Line & Sixth Street **Improvements will be implemented with Simcoe County**	Contemplate Roundabout Upgrade	Exempt if no property acquisition; otherwise Schedule B (if less than $3M) or Schedule C (if equal to or greater than $3M)	2 mill.
Long-Term	2041-2051	First Street & High Street / Balsam Street	Signal Timing Optimization	Exempt	60,000
Long-Term	2041-2051	Mountain Road & Old Mountain Road/Cambridge Street	Signal Timing Optimization	Exempt	60,000
Long-Term	2041-2051	Hurontario Street & Poplar Sideroad	Signal Timing Optimization	Exempt	60,000
Long-Term	2041-2051	Poplar Sideroad & Raglan Street	Signal Timing Optimization	Exempt	60,000
Long-Term	2041-2051	Poplar Sideroad & Concession 10 Road	Signal Timing Optimization	Exempt	60,000
Long-Term	2041-2051	High Street & Third Street	Signal Timing Optimization	Exempt	60,000
Long-Term	2041-2051	Cranberry Trail/Gun Club Road & Highway 26	Signal Timing Optimization	Exempt	60,000
Long-Term	2041-2051	High Street & Campbell Street	Signal Timing Optimization	Exempt	60,000
Road Safety Improvements					
Annual		Road Safety Improvements	Road safety studies, screening and implementation of treatments at identified sites	-	60,000

Table 21: Cost Summary - Active Transportation Projects

Phasing	5-Year Increments	Project Name	Proposed Project Type	Distance (km)	Area (m^2)	Proposed MCEA Scheduling	Tentative Cost ($)
Active Transportation: Pedestrian, Trails and Multi-Use Pathway Network							
Short-Term	2026-2031	Campbell St., south from High St. to Teskey Ct.	Complete sidewalk gap	0.3	600	Exempt	62,400
Short-Term	2026-2031	Campbell St, north from Telfer St. to Maple St.	Complete sidewalk gap	0.65	1300	Exempt	135,600
Short-Term	2026-2031	Campbell St., south from Maple St. to Hurontario St.	Complete sidewalk gap	0.25	500	Exempt	51,600
Short-Term	2026-2031	Collins St., south from Ste. Marie St. to Katherine St.	Complete sidewalk gap	0.35	700	Exempt	73,200
Short-Term	2026-2031	Collins St., north from Alice St. to Sproule St.	Complete sidewalk gap	0.25	500	Exempt	51,600
Short-Term	2026-2031	Simcoe St., north from Napier St. to cul-de-sac	Provide new sidewalk connection	0.6	1200	Exempt	207,600
Short-Term	2046-2051	Tenth Line from Sixth St. to Mountain Rd.	Provide appropriate pedestrian facility	1.25	2500	Exempt	433,200
Short-Term	2031-2036	Niagara St. on the west from Hospital to Simcoe St.	Provide new sidewalk connection	0.55	1100	Exempt	190,800
Short-Term	2031-2036	Peel St. from Collins St. to Hume St.	Provide new sidewalk connection	0.8	1600	Exempt	277,200
Short-Term	2031-2036	County Rd. 32, from Black Ash Trail	Complete gap in trail network	1	2000	Exempt	271,200
Short-Term	2031-2036	Campbell St. on the south to Findlay Dr., via Teskey Ct.	Complete gap in trail network	0.25	500	Exempt	67,200
Short-Term	2031-2036	Blue Fairways connection from Cranberry Trail to Georgian Trail	Complete gap in trail network	0.3	600	Exempt	81,600
Short-Term	2031-2036	Findlay Drive from High St. to Hurontario St.	Complete sidewalk gap	1.35	2700	Exempt	282,000
Short-Term	2031-2036	Raglan St. from Erie St. to Ontario St.	Sidewalk extension	0.2	400	Exempt	69,600

Phasing	5-Year Increments	Project Name	Proposed Project Type	Distance (km)	Area (m^2)	Proposed MCEA Scheduling	Tentative Cost ($)
Short-Term	2031-2036	Highway 26 on the south/west from Vacation Inn trail to Cranberry Trail East	Complete sidewalk gap	0.65	1300	Exempt	135,600
Medium-Term	2036-2041	Dawson Dr. between Harbour St. W. and Cranberry Trail	Provide pedestrian facility	1	2000	Exempt	346,800
Medium-Term	2036-2041	Blue Mountain Trail	Provide trail	-	-	Exempt	2,281,320
Medium-Term	2036-2041	Oak St., on the west from First St. to Third St.	Complete sidewalk gap	0.5	1000	Exempt	104,400
Medium-Term	2036-2041	Second St., on the north from Elm St. to Oak St.	Complete sidewalk gap	0.6	1200	Exempt	124,800
Medium-Term	2036-2041	Third St., on the north from Spruce St. to Cedar St.	Complete sidewalk gap	0.37	740	Exempt	76,800
Medium-Term	2036-2041	Future Third St. Extension	Sidewalk	0.85	1700	Exempt	295,200
Medium-Term	2036-2041	Walnut St., the entire street	Sidewalk	1.5	3000	Exempt	519,600
Medium-Term	2036-2041	Eleventh Line Trail Extension from Georgian Trail to Sixth St.	Extend and provide new trail connection	3.1	6200	Exempt	840,000
Medium-Term	2036-2041	Chamberlain St. trail connection	Complete gap in trail network	0.35	700	Exempt	94,800
Medium-Term	2036-2041	Campbell St. trail connection to creek	Complete gap in trail network	0.59	1180	Exempt	159,600
Medium-Term	2041-2046	High St. on the west from Third St. to Fifth St.	Complete sidewalk gap	0.5	1000	Exempt	104,400
Medium-Term	2041-2046	High St. on the east between Fifth St. and Sixth St.	Complete sidewalk gap	0.11	220	Exempt	22,800
Medium-Term	2041-2046	High St. from Chamberlain Cres. to Poplar Sideroad	Complete sidewalk gap	1.61	3220	Exempt	336,000
Medium-Term	2041-2046	Connection of Cranberry Trail East and West	Provide pedestrian facility	0.55	1100	Exempt	190,800

Phasing	5-Year Increments	Project Name	Proposed Project Type	Distance (km)	Area (m^2)	Proposed MCEA Scheduling	Tentative Cost ($)
Medium-Term	2041-2046	Highway 26 between Beachwood Rd. and Marine View Dr.	Complete sidewalk gap	0.7	1400	Exempt	146,400
Long-Term	2046-2051	452 Raglan Street development trail connection	Provide new trail	1.326	2652	Exempt	358,800
Long-Term	2046-2051	Mountain Rd. between Tenth Line & Eleventh Line Trail	Sidewalk	1.35	2700	Exempt	468,000
Long-Term	2046-2051	Highway 26 on the south from Harbour St. to Cranberry Trail East	Complete sidewalk gap	1.2	2400	Exempt	250,800
Long-Term	2046-2051	Third Street Trail connection	Complete gap in trail network	0.8	1600	Exempt	217,200
Long-Term	2046-2051	Ron Emo Rd. & Sandford Fleming Dr.	Provide appropriate pedestrian facility	1.5	3000	Exempt	519,600
Long-Term	2046-2051	Poplar Sideroad between Clark St. and Highway 26	Provide appropriate pedestrian facility	4.3	8600	Exempt	1,490,400
Long-Term	2046-2051	Trail connection from 780 Tenth Line	Complete gap in trail network	1.2	2400	Exempt	325,200
Long-Term	2046-2051	Cranberry Marsh Boardwalk	Complete gap in trail network	1	2000	Exempt	271,200
Active Transportation: Cycling Network							
Short-term	2026-2031	Cameron Street/Collins Street	Construct approved cycling facility	2	4000	Exempt	417,600
Short-term	2026-2031	Campbell Street/Lockhart Road	Construct approved cycling facility	2.6	5200	Exempt	542,400
Short-Term	2026-2031	Findlay Drive/Clark Street	Construct approved cycling facility	2.6	5200	Exempt	542,400
Short-Term	2026-2031	Peel Street/Lynden Street (east-west)	Renew existing cycling facility	1	2000	Exempt	208,800
Short-Term	2026-2031	Third Street btwn. Maple Street & High Street	Provide appropriate cycling facility	0.3	600	Exempt	62,400
Short-Term	2026-2031	Sixth Street btwn. Hurontario Street & High Street	Provide cycling facility on both sides of street	1.3	2600	Exempt	271,200

Phasing	5-Year Increments	Project Name	Proposed Project Type	Distance (km)	Area (m^2)	Proposed MCEA Scheduling	Tentative Cost ($)
Medium-Term	2031-2036	High Street	Provide connection to cycling network	1.1	2200	Exempt	229,200
Medium-Term	2031-2036	Spruce Street	Provide new cycling facility	1.5	3000	Exempt	313,200
Medium-Term	2031-2036	Second Street	Provide new cycling facility	1.6	3200	Exempt	333,600
Medium-Term	2031-2036	Fourth Street	Provide new cycling facility	0.5	1000	Exempt	104,400
Medium-Term	2031-2036	Fifth Street	Provide new cycling facility	1.35	2700	Exempt	282,000
Medium-Term	2031-2036	Birch Street	Provide new cycling facility	1.7	3400	Exempt	354,000
Medium-Term	2031-2036	Paterson Street	Provide new cycling facility	0.8	1600	Exempt	166,800
Medium-Term	2031-2036	Robinson Street	Provide new cycling facility	0.75	1500	Exempt	156,000
Medium-Term	2031-2036	Katherine Street	Provide new cycling facility	0.8	1600	Exempt	166,800
Medium-Term	2031-2036	St. Paul Street	Provide new cycling facility	0.82	1640	Exempt	170,400
Medium-Term	2036-2041	Eleventh Line Trail Extension from Georgian Trail to Sixth St.	Extend and provide new trail connection	3.1	6200	Exempt	646,800
Medium-Term	2036-2041	Side Launch Way btwn. Hurontario Street & Pine Street	Complete cycling network gap	0.13	260	Exempt	27,600
Medium-Term	2036-2041	Blue Mountain Trail	Provide trail	-	-	Exempt	2,281,320
Medium-Term	2036-2041	Minnesota Street btwn. Hume Street & Huron Street	Provide new cycling facility	1	2000	Exempt	208,800
Medium-Term	2036-2041	Third Street Extension to Cambridge Street	Extend existing cycling facility to street extension	0.85	1700	Exempt	177,600
Medium-Term	2036-2041	Napier Street btwn. Hume Street & Simcoe Street	Provide connection to cycling network	0.735	1470	Exempt	153,600

Phasing	5-Year Increments	Project Name	Proposed Project Type	Distance (km)	Area (m^2)	Proposed MCEA Scheduling	Tentative Cost ($)
Medium-Term	2036-2041	East Connection to Wasaga Beach (Install multi-use sidewalk from Marine View Drive to Beachwood Road)	Provide connection to cycling network	0.7	1400	Exempt	146,400
Long-Term	2041-2046	Ron Emo Road & Sanford Fleming Drive	Provide appropriate facility for cyclists	1.5	3000	Exempt	313,200
Long-Term	2041-2046	Beachwood Road	Provide appropriate facility for cyclists	2	4000	Exempt	417,600
Long-Term	2041-2046	Tenth Line from Sixth St. to Mountain Rd.	Provide appropriate facility for cyclists	1.25	2500	Exempt	260,400
Long-Term	2041-2046	Poplar Sideroad btwn. Clark Street and Highway 26	Provide connection to cycling network	4.3	8600	Exempt	896,400
Long-Term	2046-2051	Hurontario Street btw. First Street and Poplar Sideroad	Provide connection to cycling network	2.7	5400	Exempt	562,800
Long-Term	2046-2051	Cranberry Road Extension	Provide connection to cycling network	0.55	1100	Exempt	115,200
Long-Term	2046-2051	Trail connection from 780 Tenth Line	Complete gap in trail network	1.2	2400	Exempt	325,200
Long-Term	2046-2051	Mountain Rd. between Tenth Line & Eleventh Line Trail	Provide connection to cycling network	1.35	2700	Exempt	468,000
Long-Term	2046-2051	452 Raglan Street development trail connection	Provide connection to cycling network	1.326	2652	Exempt	358,800

Funding

It is recognized that the cost of completing each infrastructure project listed in the MMTP may be challenging. Accommodating, future needs of a multi-modal scale can be difficult without funding. To provide some assistance, the MMTP suggests that the Town secures funding from regional, provincial and federal funding programs to complete projects as opportunities become available. Currently available funding opportunities include the following:

Ontario Transit Investment Fund[24]

The Ontario Transit Investment Fund provides annual funding to support local transit projects in underserved areas within Ontario.

Canada Public Transit Fund[25]

The Canada Public Transit Fund is delivered by the Federal Government and is designed to support municipalities through providing baseline, or targeted funding for communities to strengthen existing transit and active transportation systems.

Zero Emission Vehicle Infrastructure Program[26]

The Zero Emission Vehicle Infrastructure Program is a federal program that funds projects to deploy EV chargers and hydrogen refuelling stations across Canada. This program is developed to address the lack of EV and ZEV infrastructure and increase the localized availability of these services in Canada.

Ontario Road Safety Initiatives Fund[27]

The Road Safety Initiatives Fund is a recently introduced initiative by the current provincial government. This fund has been proposed to fund traffic calming projects, to increase road safety in school zones and community safety zones.

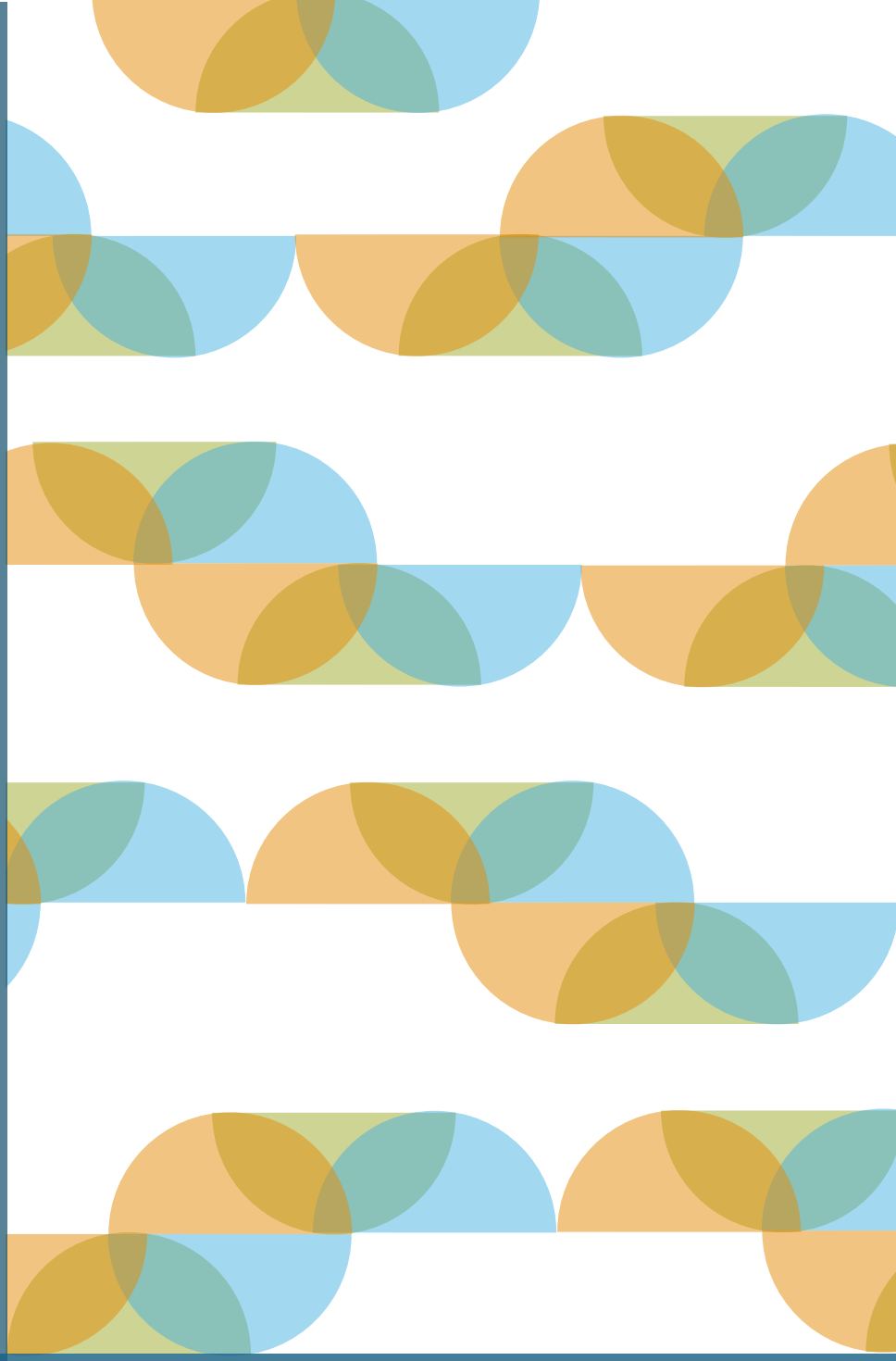
Ontario Road Safety Community Partnership Program[28]

The Road Safety Community Partnership Program is a provincial funding program that supports municipalities and non-profit organizations with road safety mandates to create initiatives that address road safety issues for all transportation modes.

The current list is not exhausted. As more funding opportunities become available, this list may be amended to reflect more opportunities.

[24] https://forms.mgcs.gov.on.ca/dataset/on00758
[25] https://housing-infrastructure.canada.ca/cptf-ftcc/index-eng.html#details
[26] https://natural-resources.canada.ca/energy-efficiency/transportation-energy-efficiency/zero-emission-vehicle-infrastructure-program
[27] https://news.ontario.ca/en/release/1006726/ontario-launching-road-safety-initiatives-fund
[28] https://forms.mgcs.gov.on.ca/en/dataset/on00498

Monitoring is an ongoing process that is categorized by tracking, evaluating and reviewing the performance of systems. As a part of any master planning process, monitoring is completed to ensure that developed framework continuously progresses towards achieving long-term goals.



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Monitoring

Progress towards each of the seven (7) Strategic Goals outlined in Section 2.4 will be tracked based on monitoring data listed to track performance. Based on the recommended policies, projects and programs in Chapter 8, the list of monitoring data has been developed to evaluate efforts made towards fulfilling each Strategic Goal towards 2051.

As Collingwood continues to change and grow, the use of this list will signal when the Town should recalibrate MMTP policies, projects and programs to respond to new, local transportation conditions and opportunities that may arise during the current planning horizon. This might entail reviewing if:

- Travel patterns have changed
- Growth and development have occurred as planned
- New transportation entrants have created a modal shift
- Road safety conditions have improved

For that purpose, the expectation is that elements of the established list will be changed over time to respond to evolving needs. The applied changes will be used to strengthen plans and commitments to achieving each strategic goal and the overall MMTP vision.

The list of monitoring data is identified in Table 22. The list should be monitored annually and updated as needed, or every five (5) years when the MMTP is updated. Each of the data outputs are connected to a Mobility Pillar, which is associated with one or more of the seven (7) Strategic Goals.

Table 22: Monitoring Data

Monitoring Data	**Mobility Pillar**	**Proposed Project/Program Contributions**
Streets		
Number of Reported Collisions	Accessibility & Health	Road Safety Action Plan & Vision Zero Program to implement strategies to reduce collisions
Number of Reported Injuries & Fatal Collisions	Accessibility & Health	Road Safety Action Plan & Vision Zero Program to implement strategies to reduce collisions
Number of New Traffic Calming Installations	Accessibility & Health	Traffic Calming Policy to accelerate the process of managing requests and further implementation
Number of Optimized Signalized Intersections	Flexibility	Street Network Recommendations (2026-2051)
Number of New EV Charging Stations	Sustainability	
Active Transportation		
Meters of cycling network completed	Flexibility, Accessibility & Health	Future Active Transportation and Development Action Plan, Cycling Network Recommendations will recommend projects for completion that will contribute to meters of the completed cycling network.

Monitoring Data	Mobility Pillar	Proposed Project/Program Contributions
Meters of sidewalk network completed	Flexibility, Accessibility & Health	Future Active Transportation and Development Action Plan, Pedestrian Network Recommendations will recommend projects for completion that will contribute to meters of the completed pedestrian network.
Completion of annual active transportation count program	Sustainability & Flexibility	Future Active Transportation and Development Action Plan and developed automated count program will designate completion.
Number of installed or upgrade active transportation crossings	Accessibility & Health	Future Active Transportation and Development Action Plan will propose potential crossing upgrades.
Number of active transportation parking racks installed	Flexibility, Accessibility & Health	Future Active Transportation and Development Action Plan will propose strategies for bicycle and micro-mobility parking.
Percentage of streets with sidewalk gaps	Flexibility	Future Active Transportation and Development Action Plan, Pedestrian Network Recommendations will recommend projects for completion that will contribute to meters of the completed pedestrian network.
Transit		
Annual fixed-route ridership levels	Flexibility	Monitoring of selected preferred transit options.
Annual On-Demand service ridership levels	Flexibility	Monitoring of selected preferred transit options.
Percentage residents within 200-600m of transit stops & On-Demand service locations	Flexibility	Use of LOS Policy and implementation of selected preferred option.
General – All transportation modes		
Estimate the commuting mode-share	Flexibility, Sustainability & Flexibility	Analysis of the effects of all street network, pedestrian and cycling network projects as well as road safety and traffic calming strategies.
Annual GHG Emissions offset	Sustainability & Health	Climate Action Plan to determine.

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Appendices