



BURNSIDE



Transportation Master Plan



Public Information Centre (PIC) #2

June 25, 2024



Welcome

Provide Your Input



Public input is an important part of the Class EA process

Stay Informed



Visit the Township website at springwater.ca for more information.
For updates, follow **Township of Springwater** or **@springwatertwp** on social media.

Contents Summary

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2. What We Heard
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Overview

Springwater Transportation Master Plan

- A long-term plan to develop a transportation network that accommodates and evaluates the impact of growth and travel patterns to 2041

Township Travel Characteristics

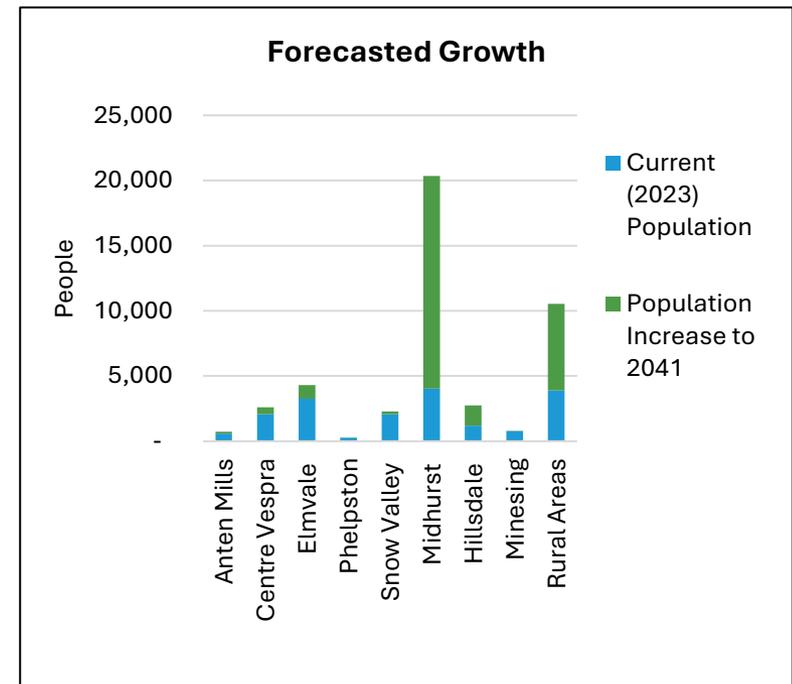
- More than 80% of daily Township trips are external travel to/from the Township
- 94% of Township residents commute to work in a car
- Primary destination of Springwater-based trips (outbound) is the City of Barrie
- Primary destination of inbound trips is southwest central Springwater (Midhurst / Snow Valley)

Collision Review

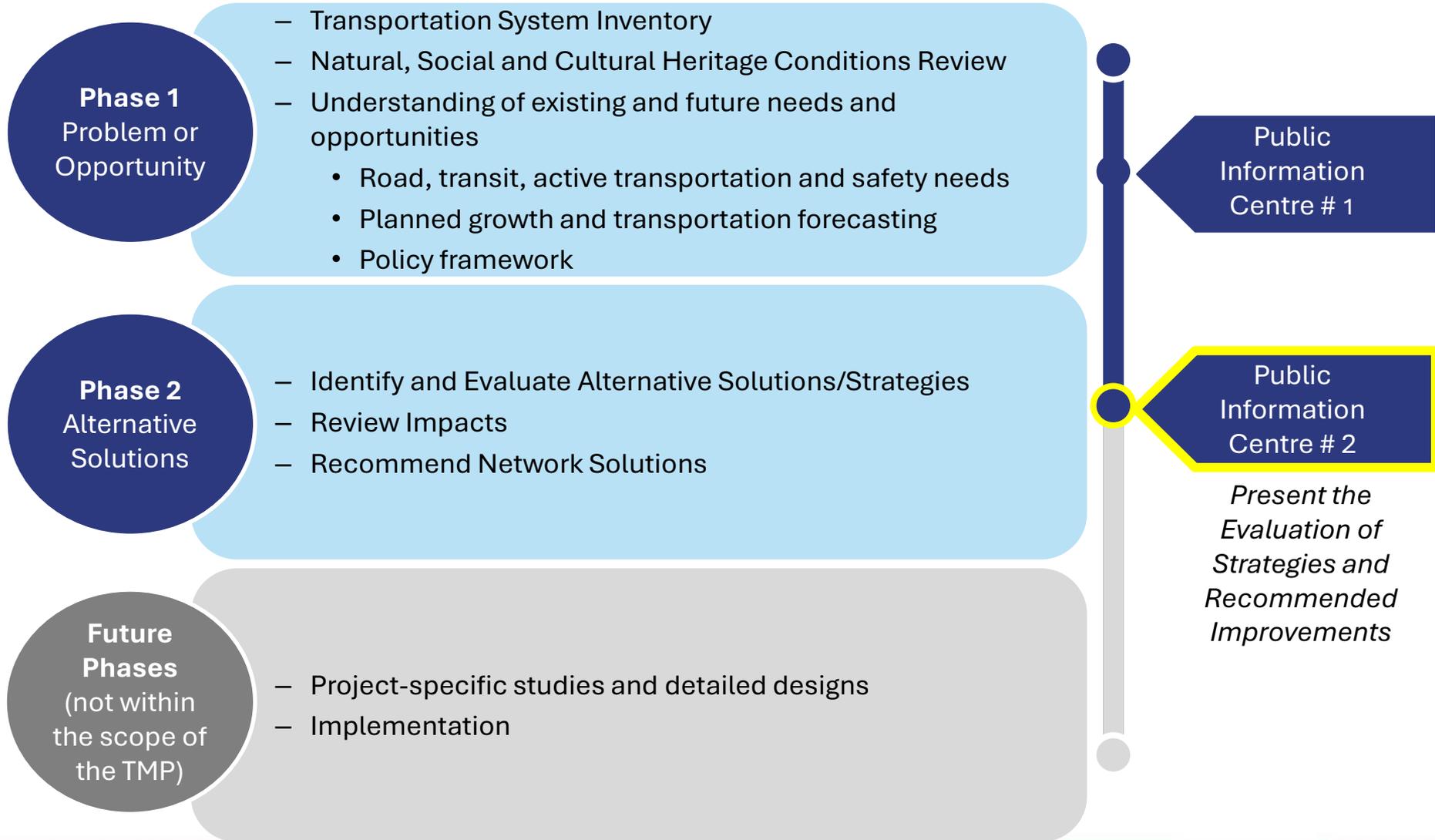
- Nearly 3,000 collisions reported between 2018-2022
- More collisions reported at major road intersections and highly trafficked areas

Growth Forecasts

- Springwater is forecasted to more than double in population by 2041
- Most of the allocated growth is taking place in Midhurst



Study Approach and Status



What We Heard



Consultation Event

TAC #1

Oct. 5, 2023

PIC #1

Dec. 7, 2023

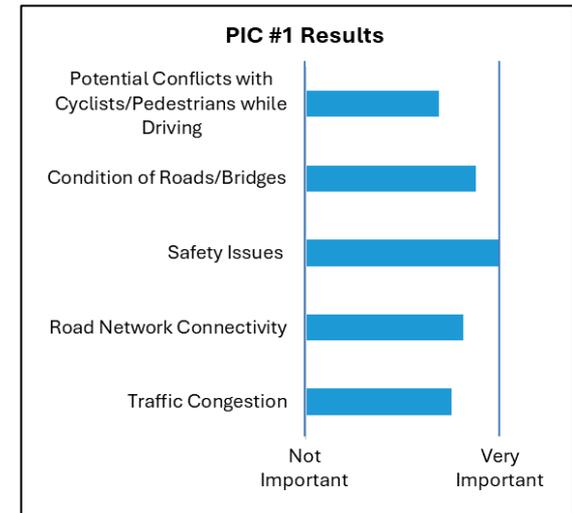
Council Presentation

March 6, 2024



Key Themes of Discussions and Feedback Received

- Cut-through traffic through the Township
- Simcoe County Transportation Master Plan completion and recommendations
- Accommodating planned development
- Lack of sidewalks within settlement areas
- Speed reductions
- LINX Transit servicing
- Safer home to school routes for children
- More opportunities for active transportation



Future Road Assessment

Roads

Active
Transportation

Transit



2041 Forecasted Level-of-Service (LOS) During the Evening Peak Hour

Projected Travel Demand

- Roads identified to experience constraints consist primarily of County/Provincial roads, including Wilson Dr and Bayfield St/Highway 26
- Constrained Township roads include Finlay Mill Rd/Wattie Rd and some roads within the Midhurst Secondary Plan area (subject to ongoing studies)
- Approximately 40% of trips using roads within the Township are pass-through

Needs and Opportunities

- Road widenings
- Alternate road connections / new road links
- Intersection safety improvements
- County road uploads

Future Road Outlook

Planned Road Improvements to 2041

(Identified from the Midhurst Class EA)

- Craig Rd extension to CR 27
- St. Vincent St extension to Park Trail
- Collector network within Midhurst
- Wilson Dr widening
- Finlay Mill Rd center turn lane
- Forbes Rd widening
- Russell Rd widening
- Anne St Snow Valley to Highway 26

Roads

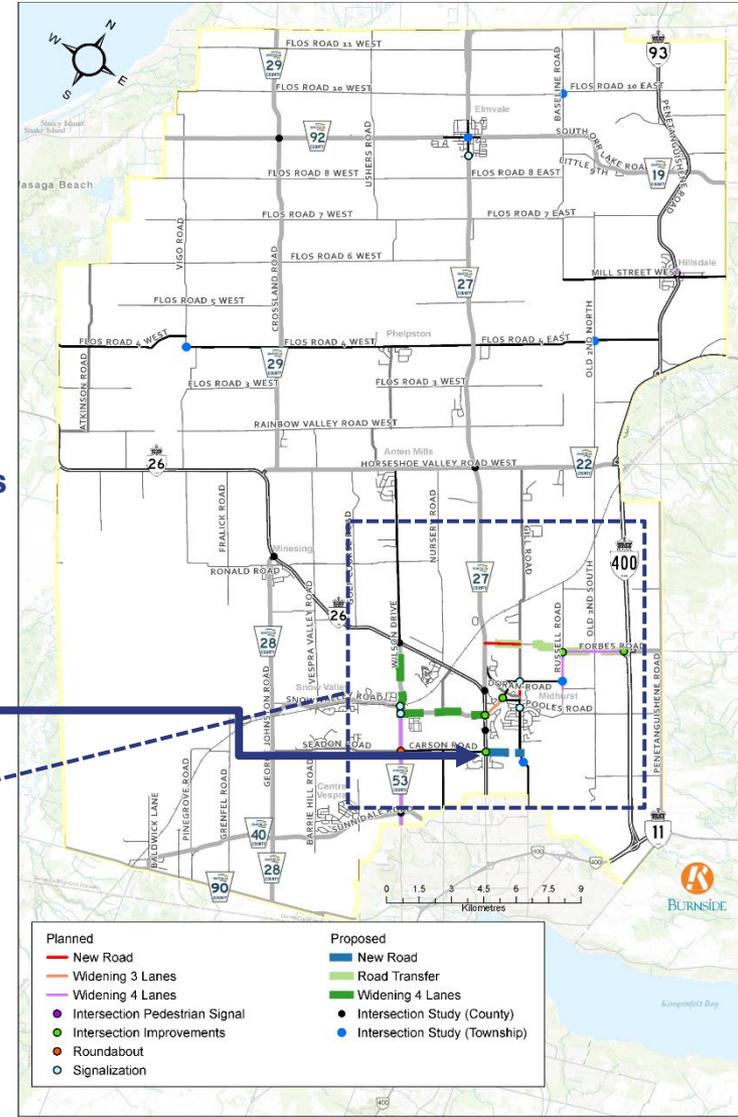
Active Transportation

Transit

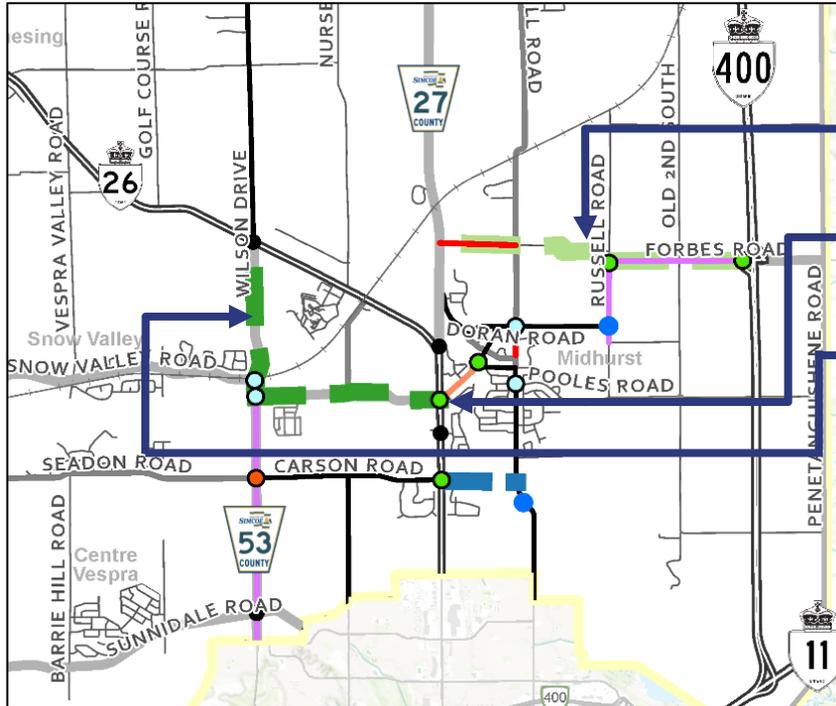
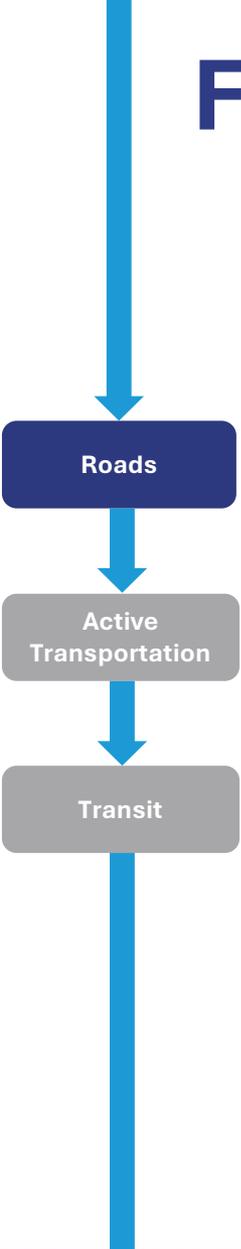
Additional Township Road Improvement Opportunities

Road	From	To	Improvement
Phelpston Bypass	Marsh Rd	Leo Marley Way	Consideration of Alternate Route for Future Investigation
Carson Road Extension	CR 27	St. Vincent St	New Road

Intersection study proposed for 6 locations under Township jurisdiction



Future County Road Outlook



Simcoe County Road Improvement Opportunities

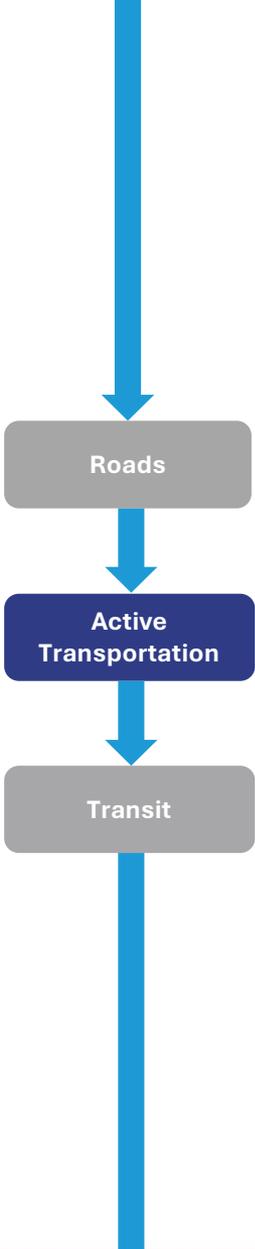
Road	From	To	Improvement
Forbes Rd	CR 27	Highway 400	Transfer to County
CR 43 (Snow Valley Rd)	CR 53 (Wilson Dr)	CR 27	Widening to 4 Lanes
CR 53 (Wilson Dr)	Snow Valley Rd	Highway 26	Future Study *

* The Simcoe County TMP recommends that this road be investigated as part of a future study by 2051 or beyond. It is recommended that this investigation be conducted earlier.

Intersection study proposed for 7 locations under County jurisdiction

Future AT Assessment

Active Transportation (AT) Route Identification Process



Reviewed Existing and Planned AT Network

- Reviewed proposed AT links from the County Trails Strategy and Township (draft) Trails Master Plan
- Identified improvements to address network gaps



Identified Corridors with existing AT Demand

- Reviewed routes with higher cycling activity
- Identified opportunities for dedicated facilities



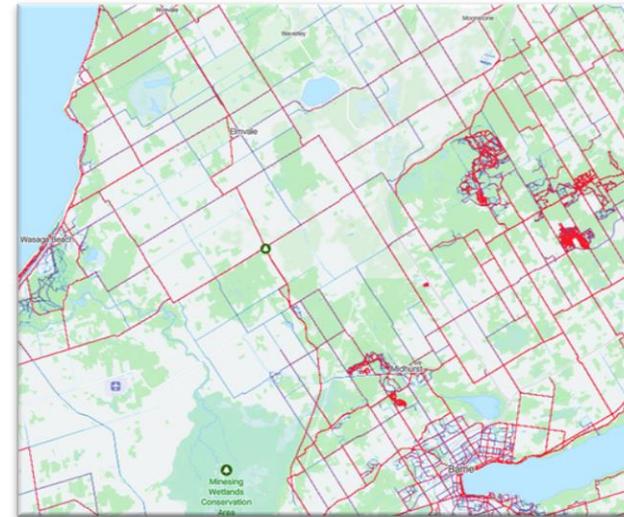
Assessed Potential to Service Key Destinations

- Identified key destination points and neighbourhoods
- Improved connections between these points



Identified Additional AT Opportunities

- Scenic Routes / Corridors
- Sidewalk prioritization strategy
- Minimum bicycle parking requirements as part of new developments



STRAVA Cycling Heat Map

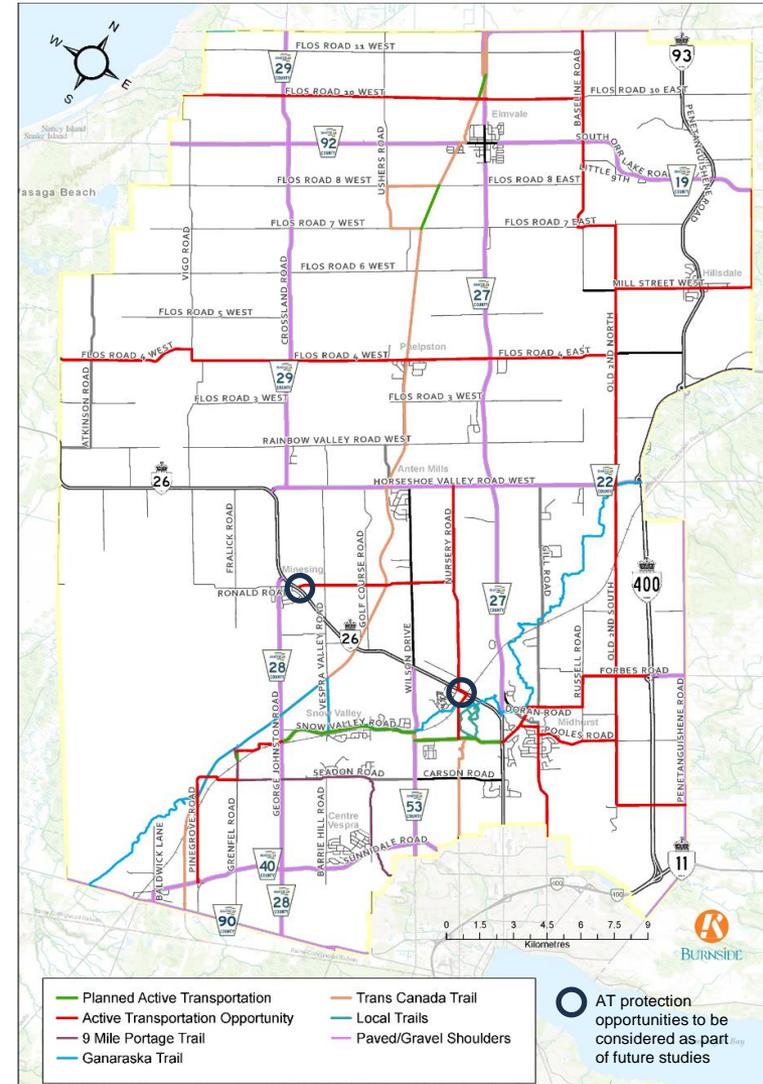
Future AT Outlook

Planned Active Transportation (AT) Improvements

- North Simcoe Rail Trail (NSRT) connection between Flos Rd 7 and Flos Rd 8, and near Elmvale
- CR 43 (Snow Valley Road) on-road cycling facility between CR 28 and Highway 26
- Trans Canada Trail facility improvements
- New trails recommended from the draft Township Trails Master Plan

Additional AT Improvement Opportunities

- 
 Connections between settlement areas
- 
 Connections to key destinations
- 
 AT facility types to be determined based on a function of operating speed, volume and context



Roads

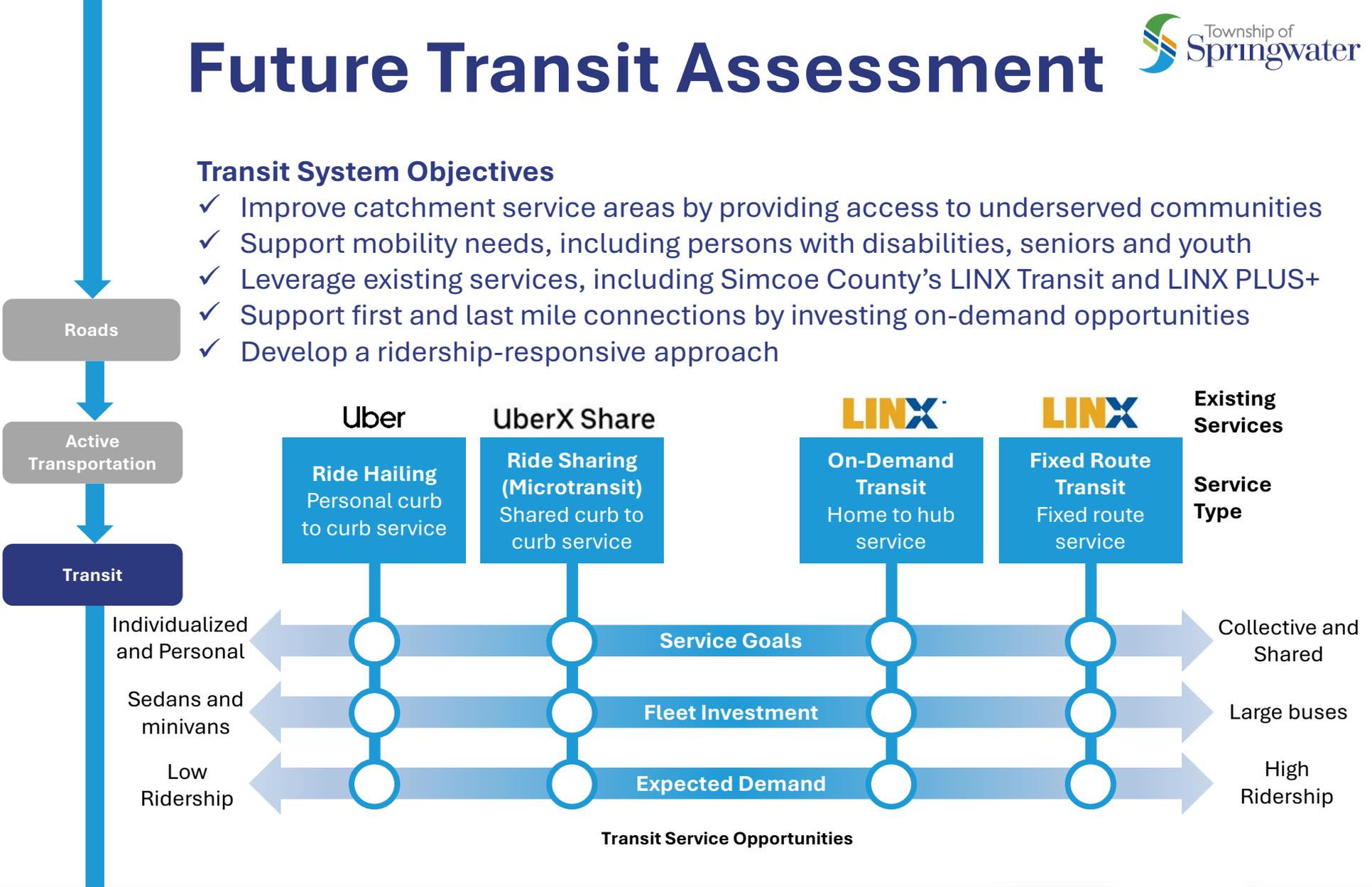
Active Transportation

Transit

Future Transit Assessment

Transit System Objectives

- ✓ Improve catchment service areas by providing access to underserved communities
- ✓ Support mobility needs, including persons with disabilities, seniors and youth
- ✓ Leverage existing services, including Simcoe County's LINX Transit and LINX PLUS+
- ✓ Support first and last mile connections by investing on-demand opportunities
- ✓ Develop a ridership-responsive approach



Future Transit Outlook

Previously Planned Transit Improvements

Collingwood-Wasaga Beach-Barrie LINX Transit route (proposed for the short-term)

Additional Transit Improvement Opportunities



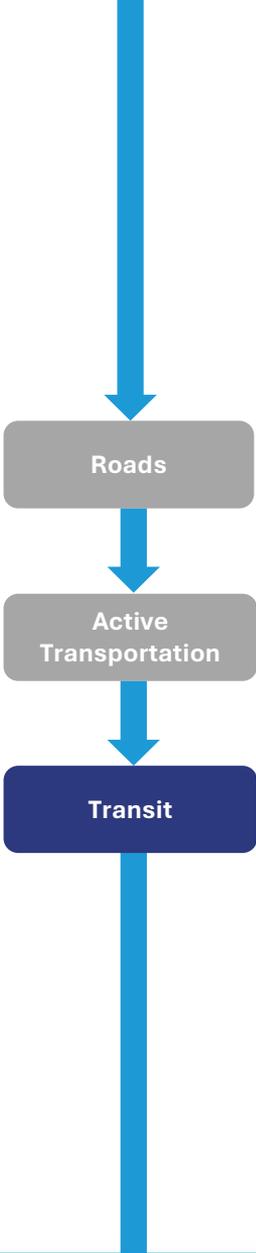
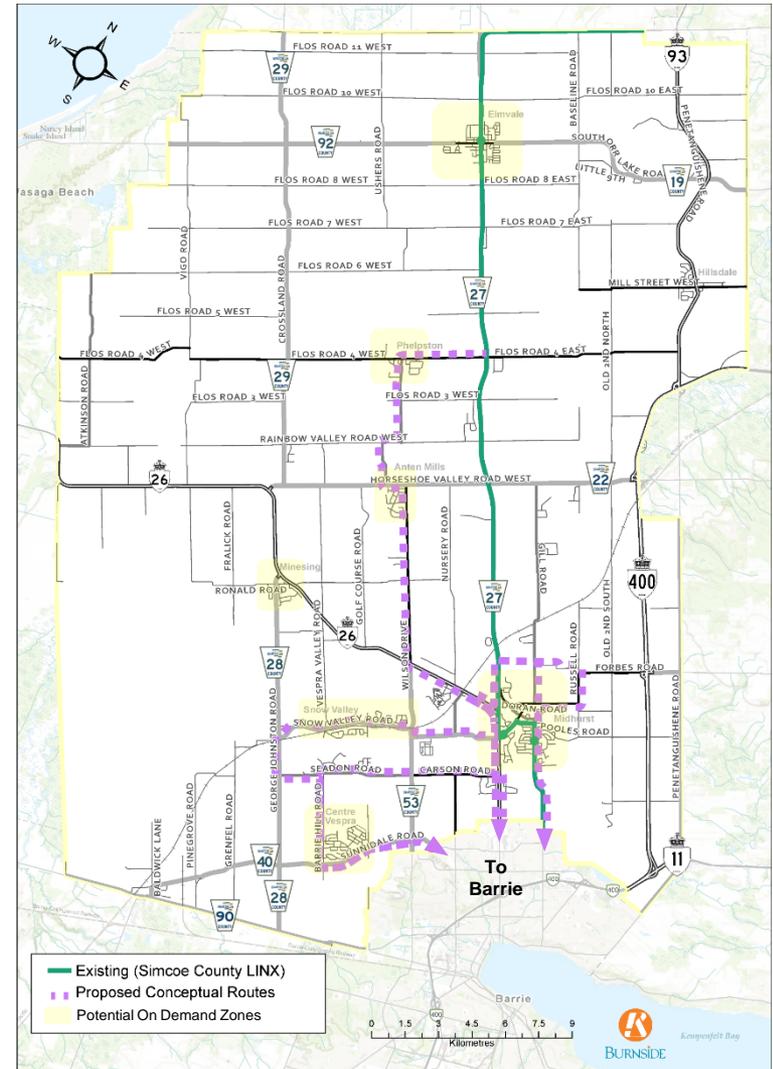
Short-Term

Home to hub on-demand transit to service transit stops and key destinations within settlement areas



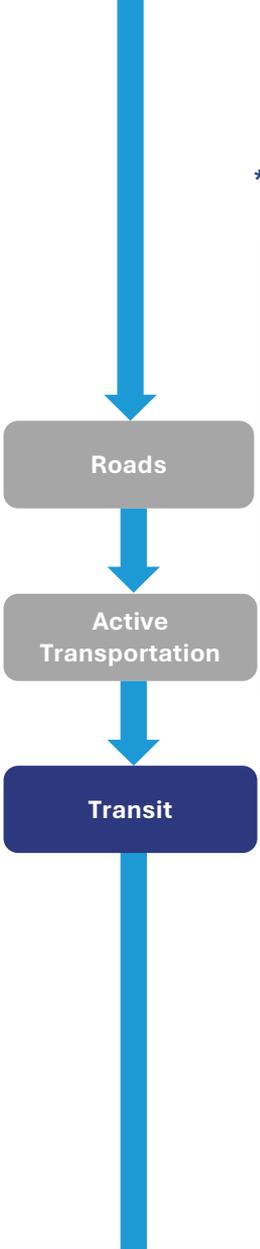
Medium to Long Term

Investigate opportunities to collaborate with Barrie Transit and LINX Transit to extend service to settlement areas, subject to ridership demands

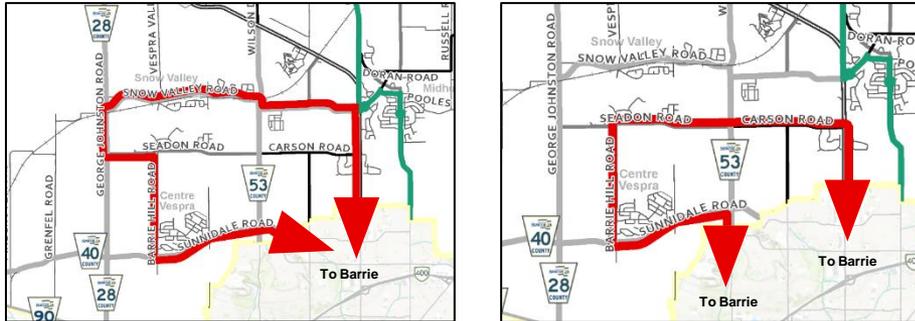


Future Transit Options

* Conceptual routes subject to future detailed assessment and collaboration with Barrie Transit and Simcoe County / LINX Transit



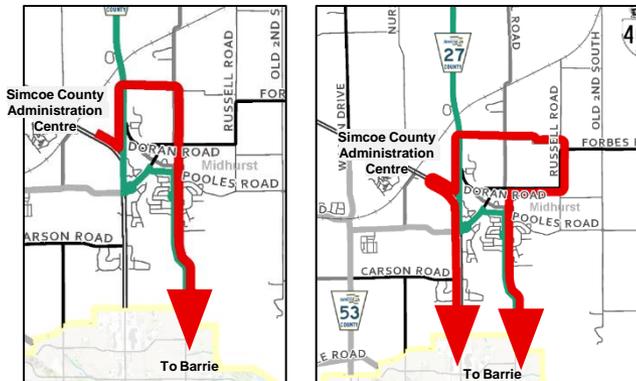
Barrie Transit Conceptual Routes for Centre Vespra and Snow Valley



Simcoe County Transit (LINX) Conceptual Routes



Barrie Transit Conceptual Routes for Midhurst



- Existing (Simcoe County LINX)
- Proposed Conceptual Routes

The Supporting Policies



Sidewalk Policy

- Component of Active Transportation
- Details a prioritization framework for new sidewalks or multi use trails
- Based on majority support of affected property owners



Road Classification Policy

- Updates existing road classifications (arterial, collector, local)
- Establishes appropriate typical widths and locations for cross-sectional elements within the roadway



Speed Limit Policy

- Develop a framework to establish reputable and context-sensitive speed limits



Traffic Infiltration

- Establishes process to assess traffic infiltration through residential areas or hamlets
- Identifies alternate routes to address traffic infiltration

Alternative Solutions

As part of the Municipal Class Environmental Assessment (MCEA) process, alternative solutions are identified to ensure a wide range of options are explored.

Recommendations are grouped into the alternative solutions below and a preferred solution will be selected based on evaluation criteria and stakeholder input.

“Do Nothing” / Business-As-Usual	Alternative #1	Alternative #2	Alternative #3	Alternative #4
Proceed with all planned improvements (i.e., identified from previous County and Township plans and capital budgets)	Implementation of planned and proposed road improvements	Implementation of planned and proposed active transportation improvements	Implementation of planned and proposed transit improvements	Combination of all road, active transportation and transit improvements

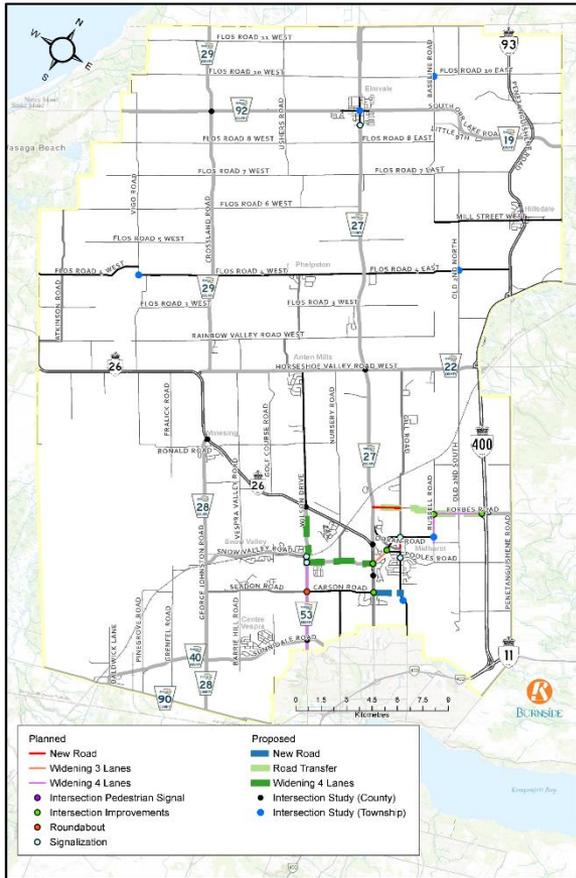
Evaluation Criteria

The draft evaluation criteria below were established, based on planning objectives and the policy scan conducted for this TMP. These criteria will be used to assess the alternatives and pick the preferred solution(s).

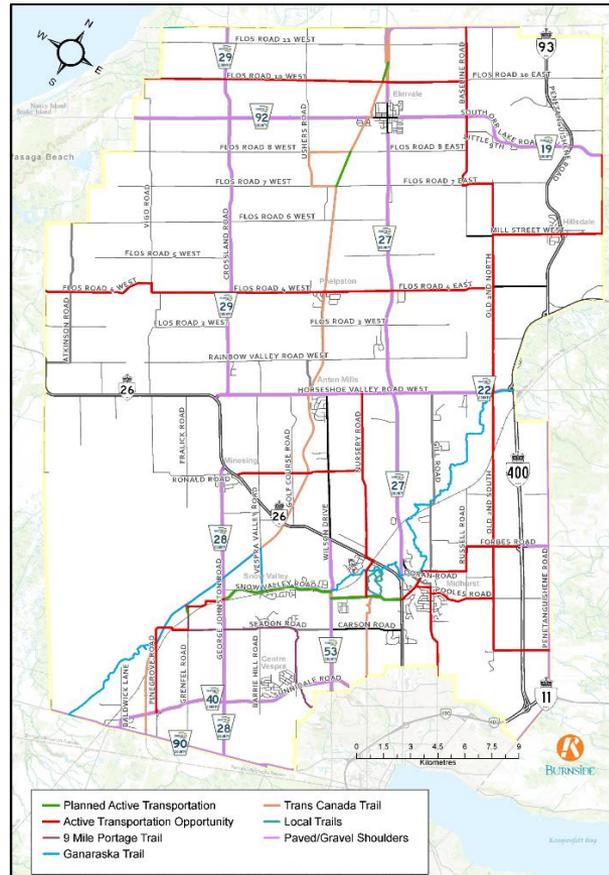
Evaluation Criteria and Supporting Indicators	“Do Nothing” / Business-As-Usual	Alternative #1 (Roads Focused)	Alternative #2 (Active Transportation Focused)	Alternative #3 (Transit Focused)	Alternative #4 (Combination of All)
Transportation Service <ul style="list-style-type: none"> Improves capacity and reduces delay Supports connectivity 	√	√√√	√√	√√	√√√√
Transportation Equity <ul style="list-style-type: none"> Protects vulnerable road users Provides viable alternative mobility options 	√	√	√√√√	√√√	√√√√
Supports Township Objectives <ul style="list-style-type: none"> Mitigates effects of climate change Creates healthy communities and supports economic development 	√	√	√√√	√√	√√√√
Environmental Impact <ul style="list-style-type: none"> Reduce greenhouse gas emissions Minimizes impact to environmental features 	√√	√	√√√√	√√	√√√
Cost <ul style="list-style-type: none"> Minimizes Township capital and operating/maintenance costs 	√√√	√√	√√	√√	√

Recommended Preferred Solution

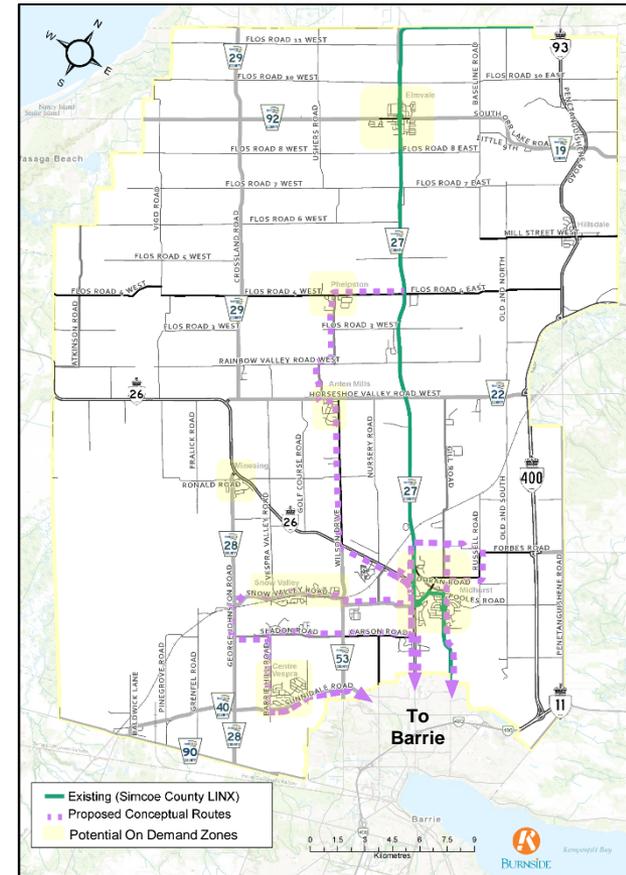
The results of the preliminary evaluation for alternative solutions indicate that the preferred solution is **Alternative #4 – Combination of All**, which consists of all the improvements shown below.



Road Improvements



AT Improvements



Transit Improvements

Recommended Preferred Solution

The TMP is proposing a balanced, equitable transportation system, that will include a combination of road, active transportation and transit improvements, as well as policies to support a safe and efficient roadway network.

Please provide your comments/thoughts

Place a sticky note, or write directly on the board



Next Steps

1. Confirm Preferred Solution
2. Finalize the 2041 Transportation Implementation and Phasing Strategy
3. Post draft Transportation Master Plan for public review and comment
4. Council Approval (Fall 2024)
5. Study Completion (Targeted for Fall 2024)

Questions, Comments or Concerns?

Please fill out a comment form, or scan the QR code:



For ongoing project updates, visit www.Springwater.ca/TransportationMasterPlan. The PIC boards will be posted for review and comment until **July 23, 2024**.

A summary of comments received by **July 23, 2024**, along with Project Team responses, will be detailed in a Public Information Centre Summary report posted on the Township's website.

If you have any additional questions / comments, please contact:

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