

Transportation Master Plan

Final Report Presentation to Council

April 16, 2025



Overview

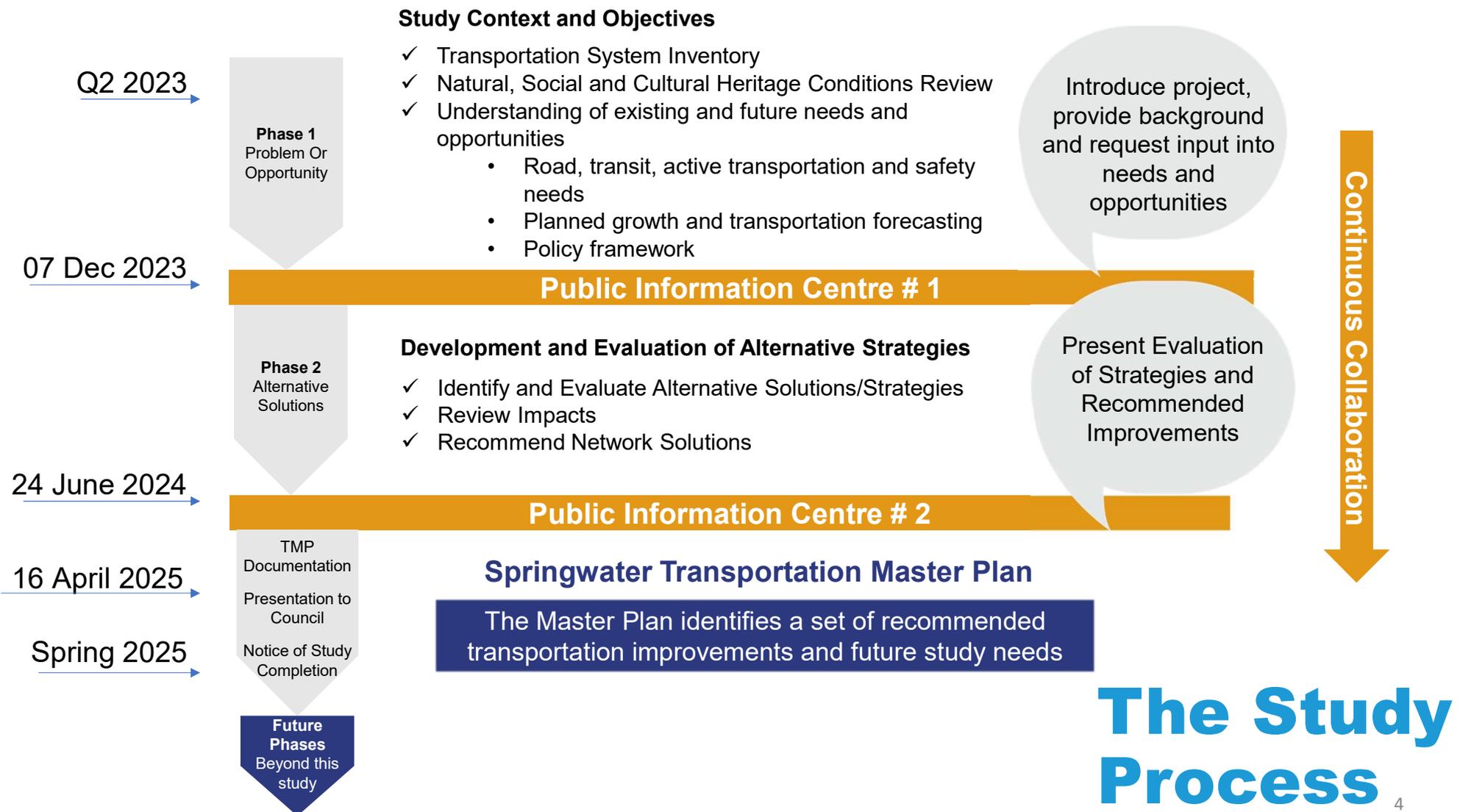
1. Study Purpose
2. TMP Process
3. TMP Recommendations
4. Questions

Study Purpose

Why do we need a TMP?

- To accommodate and evaluate the impact of growth and travel patterns to 2041
- To develop an implementation plan including a prioritization strategy of road, active transportation and transit improvements
- To investigate best practices on emerging transportation trends and goods movement
- To incorporate recent/current studies
- Inform the capital projects planning/budgeting process and the development charges background studies as well as develop an efficient and safe Township network.





Outlook to 2041...

Recommended Transportation Strategy

- Multi modal transportation network to accommodate the planned population and employment growth within the Township of Springwater to 2041, promote economic development and Township priorities, while supporting climate change objectives.
- Transportation network that focuses on road improvements and the development of active transportation infrastructure and transit service along key corridors.
- Strategy is supported by operational policies, studies and Township initiated actions related to all modes as well as goods movement and emerging technologies.

Master Plan Vision & Goals

Vision Statement

“The Township of Springwater transportation system strives to facilitate safe and efficient movement of people, traffic and goods to and from communities, through long range planning of transportation infrastructure improvements to 2041 that addresses current needs, growth, the environment, and natural heritage.”

Goals

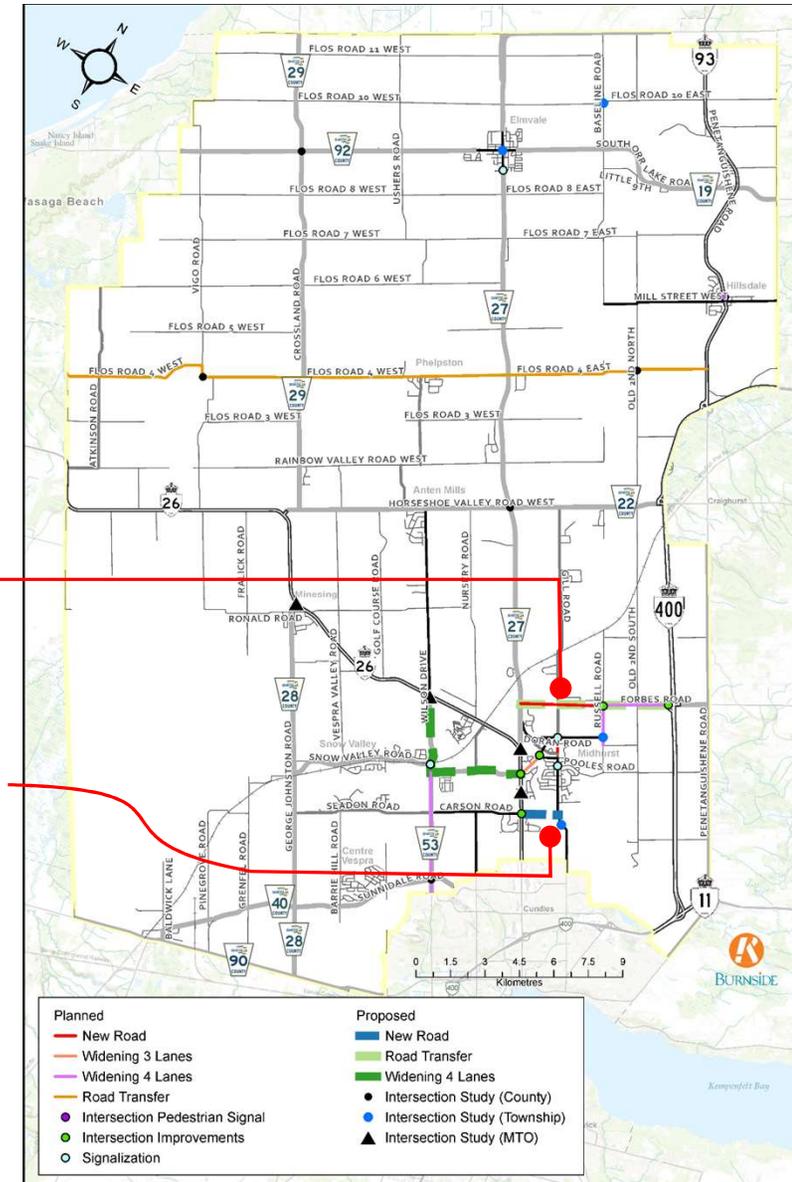
- Support growth to 2041 and capitalize on related opportunities.
- Develop a sustainable transportation system to facilitate regional linkages and travel to and from the various communities within the Township.
- Support the safe and efficient movement of goods.
- Develop a future ready transportation plan that expands the multi-modality of the transportation system including driving, transit, walking, cycling, and other emerging mobility options.
- Build a safe and inclusive transportation system that supports age friendly communities and promotes healthy living.

2041 Outlook

Road Network Improvement Opportunities

Road / Intersection	From	To	Improvement	Proposed Phasing
Craig Rd	Russell Road	County Road 27 (Bayfield Street)	Extension	Short
Forbes Road / Craig Rd Extension	County Road 27 (Bayfield Street)	Highway 400	Road Transfer to County	Medium (or upon completion of Craig Road)
Carson Road	Highway 26	St. Vincent Street	Extension	Long (2041)
County Road 53* (Wilson Drive)	County Road 43 (Snow Valley Road)	Highway 26	Widening to 4 Lanes	Medium
County Road 43* (Snow Valley Road)	County Road 53 (Wilson Dr)	Highway 26	Widening to 4 Lanes	Long (2041)

**County roads, however, the TMP analysis found the acceleration of these proposed improvements would benefit the road network within the Township*

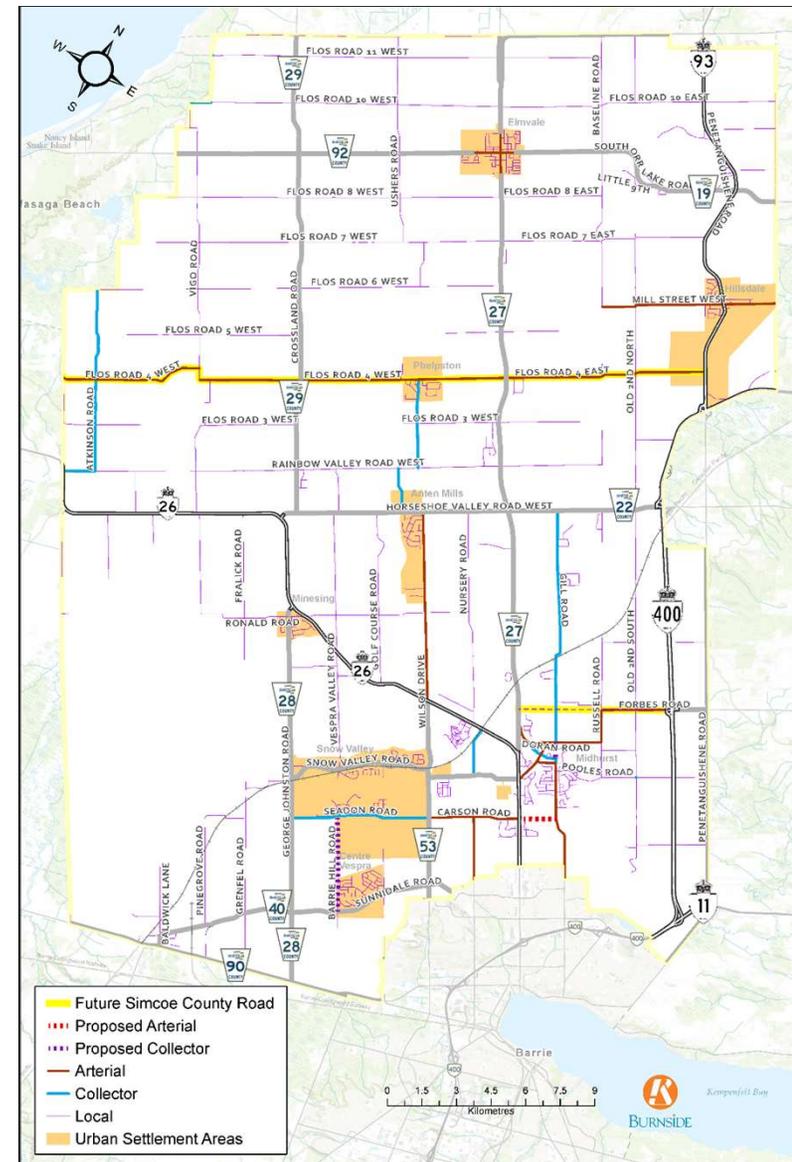


2041 Outlook

Road Classification Opportunities

- There is an opportunity to build on the Geometric Standards for Road Design in the Township's Engineering Design Standards and Specifications Manual to establish an updated road classification system that provides more comprehensive criteria to address context sensitive and multi modal requirements.
- Proposed updates to the current road class designations to align with updated road standards and criteria and account for planned improvements.

It is recommended that the Township adopt the road classification map and supporting policies as part of the next Official Plan update.

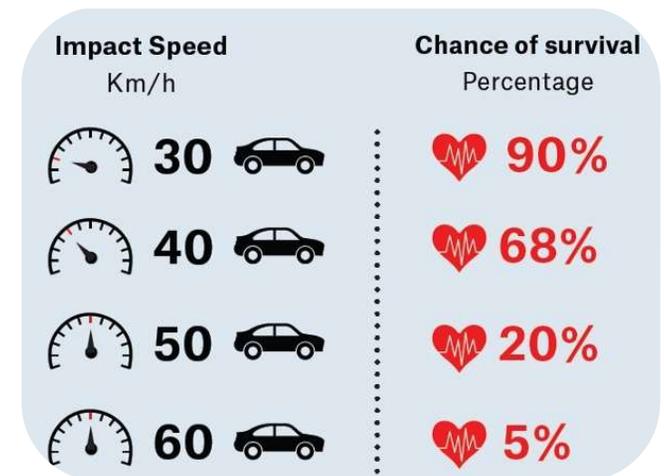


2041 Outlook

Policies

Recommended that the Township consider:

- **Engineering Design Standards and Specifications Manual** - updated road design criteria and policies as part of the next update to the Official Plan.
- **Speed Limit Policy** – Update speed limit policy to account for context-sensitive conditions warranting a reassessment of posted speed limits.
- **Traffic Calming Policy** - Continue to consider the Traffic Calming Policy (February 2020) in concert with the speed limit policy.

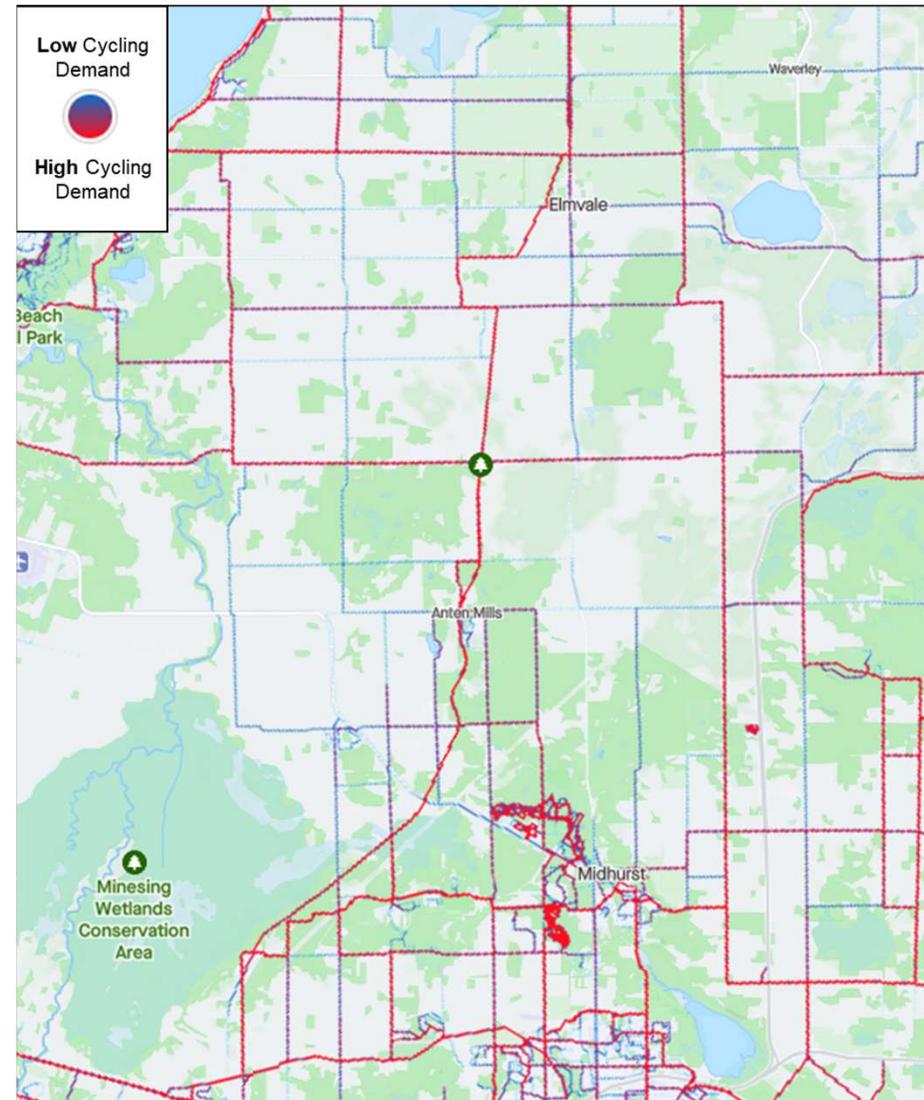


Source: Selwyn District

2041 Outlook

Active Transportation

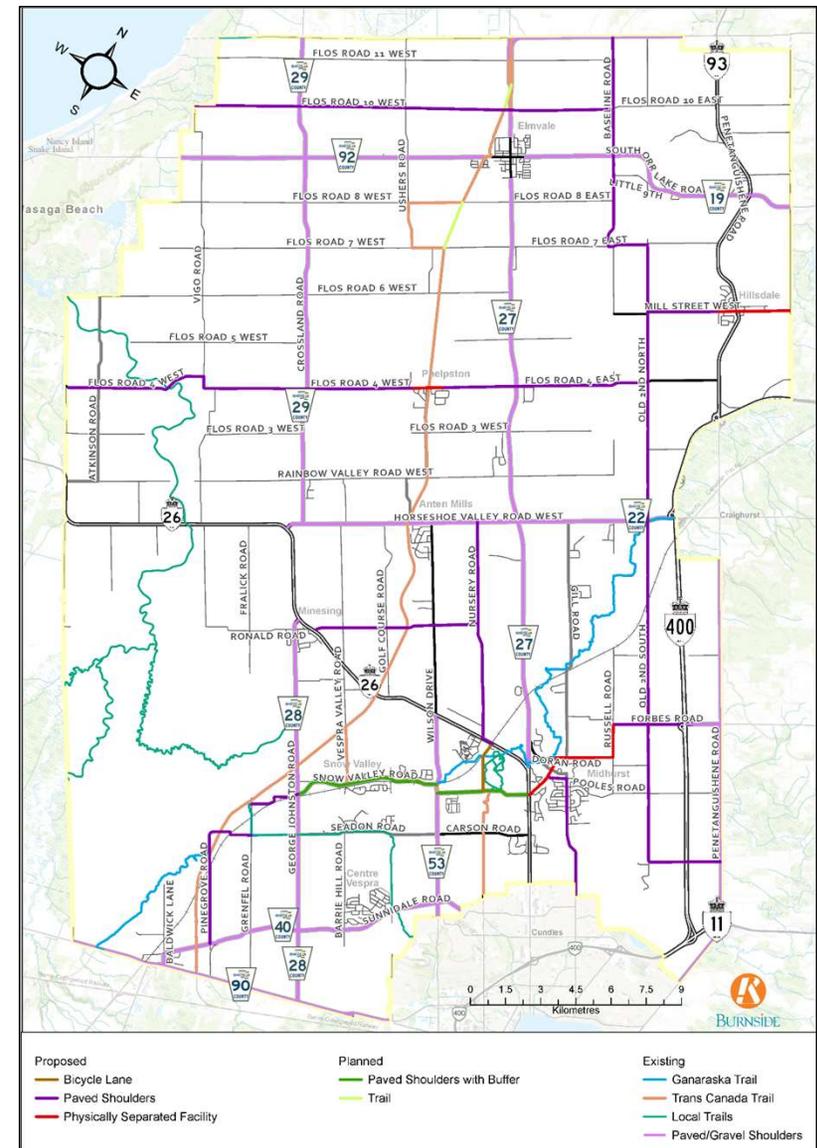
- Greenhouse Gases (GHG) emitted from automobiles are one of the primary contributors to climate change. Promoting active travel can be a key element to climate change mitigation strategies.
- Investing in the active transportation network offers several health, economic and societal benefits.
- Beyond the highly used Trans Canada Trail, there is a high cycling demand along Township roads.



2041 Outlook

Active Transportation

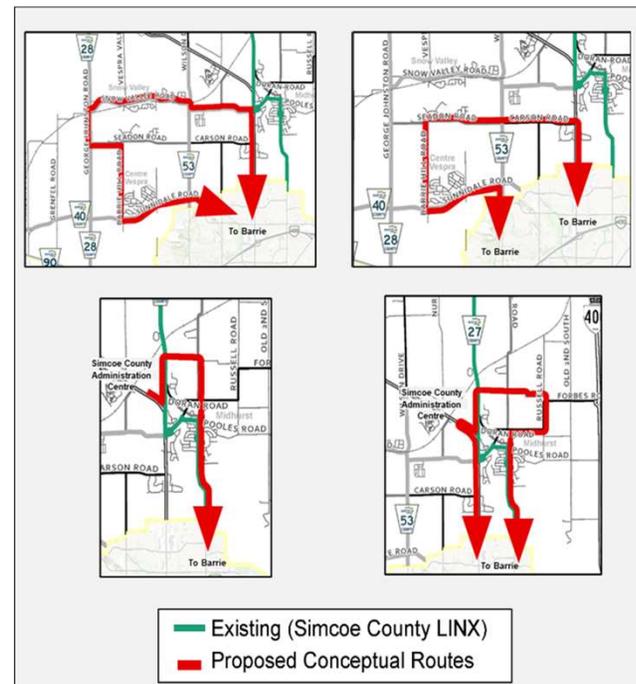
- Active Transportation recommendations were established based on existing cycling demand, connectivity to key destinations and route continuity needs.
- An active transportation system is important to ensure that travel needs (related to recreation, leisure, commuting and errands) are met.
- Opportunities:
 - Integration with the Township Trails Master Plan Update
 - Cycling-Supportive Amenities
 - Policies for Development and New Infrastructure
 - Sidewalk Prioritization Policy



2041 Outlook Transit

Transit Strategy Goals

- To develop a transit system that is a viable alternative mode of travel to the automobile:
 - Service Higher Density Areas
 - Support Mobility Needs
 - Leverage Existing Services
 - Support First and Last Mile Connections



Conceptual Transit Routes (Barrie)



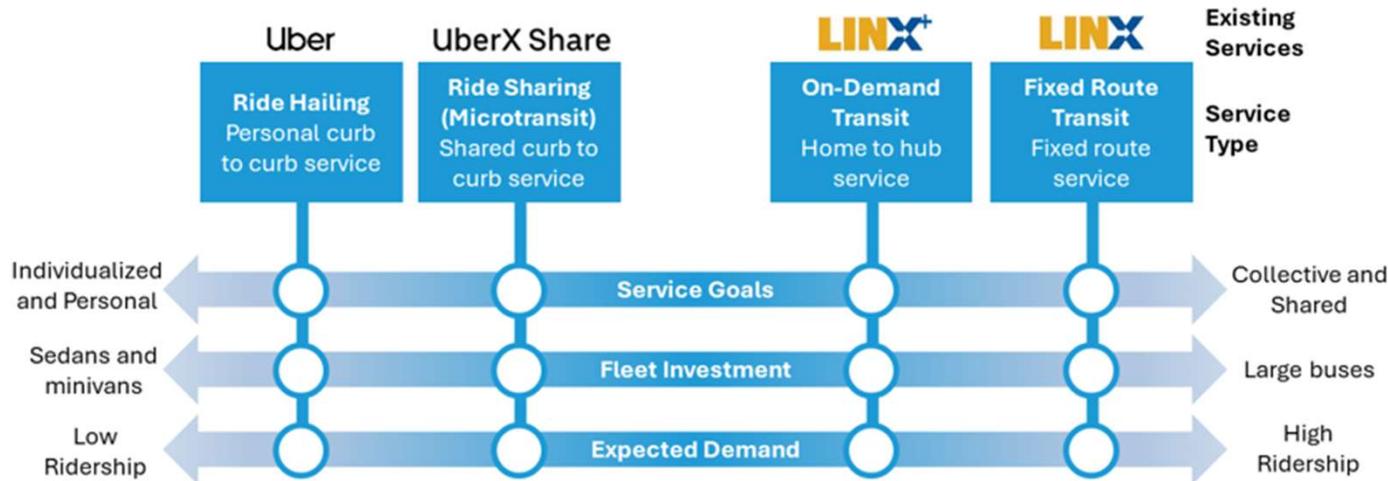
Conceptual LINX
Transit Route

It is recommended that the Township collaborate with Simcoe County and the City of Barrie to expand and establish cost-sharing opportunities for extended LINX and Barrie Transit bus services.

2041 Outlook Transit

It is recommended that the Township establish an on-demand transit strategy and pilot.

Figure 6-13: Evolution of On-Demand Services



On-demand bus service

On-demand differs from conventional transit in that there is no fixed route or schedule, and buses are dispatched on a request-basis. This means more flexibility for riders as service is requested at their convenience.

Riders schedule a ride using an app, by phone or a website, and the bus will pick up and drop off at pre-set locations throughout the community/service area.

2041 Outlook

Goods Movement

- There are a number of policies from the Province, County, and Township that guide the development of a truck network within the Township.
- Ensure the majority of truck traffic travels on Provincial highways and County roads.
- Township roads should support local truck traffic to their final destination.
- Truck routes within the boundaries of the Township should consider road and bridge conditions and designs.

Consistent with Simcoe County's TMP recommendation, it is recommended that the Township collaborate with the County and other local municipalities to develop a coordinated and refined goods movement network building upon the Provincial Strategic Goods Movement Network (SGMN) and supporting arterial road network.

2041 Outlook

Emerging Technologies

- Future transportation system should consider the rapidly evolving development of emerging mobility technologies.
- These emerging technologies include the increased adoption of zero emission vehicles, ride hailing services, and micromobility solutions.
- Additionally, mobility hubs and Mobility as a Service (MaaS) are growing areas that can support the shift to more sustainable modes of transportation.

To support the adoption of zero emission vehicles, it is recommended that the Township consider expanding the network of Electric Vehicle (EV) charging stations across the Township.

It is recommended that the Township consider collaborating with the County and other municipalities for the Provincial government to provide incentives at the point of sale for Zero Emission Vehicles (ZEVs.)

It is recommended that the Township support the County's Open Data platform through data sharing and information sharing.

It is recommended that the Township consider participating in the Provincial Low Speed Vehicle (LSV) pilot program or in a future pilot program.

It is recommended that the Township identify strategic locations and supporting amenities for mobility hubs, particularly at transit stops, to improve connections between modes

2041 Outlook

Recommended Initiatives

55 Recommendations varying by initiative type:

- **Road & Active Transportation:** Assessments will be needed at a corridor level to determine extent of geometric changes necessary to expand the road base to accommodate active transportation facilities; viability of those changes relative to cost and property impact; natural environment impacts and mitigation, and cultural heritage feature impacts and mitigation.
- **Study:** Recommendation requires further investigation through a more detailed study that the Township may choose to complete internally or externally (through a consultant).
- **Policy:** Recommendation involves an update to Township planning, standards, guidelines or policy documents.
- **Action:** Recommendation requires a Township led action or collaboration that may lead to further study or implementation.

2041 Outlook

Costs

- New Costs to Capital Program.
- Benchmark costs from development charges studies and bid documents were used to inform unit costs, converted to 2024 dollars to account for inflation.
- Costs associated with utilities relocation / replacement, engineering / design work, EA studies and contingencies of roadwork projects were also considered.
- These are TMP-level costs. They will be refined at the project level.

Table 8-3: Capital Cost Summary

Phasing	Roads	Active Transportation	Transit	Total
Short Term	\$92,000	\$6,144,000	\$118,000	\$6,354,000
Medium Term	-	\$14,905,000	-	\$14,905,000
Long Term	\$15,440,000	\$6,114,000	-	\$21,554,000
Total	\$15,532,000	\$27,163,000	\$118,000	\$42,813,000

Questions?



Springwater Transportation Master Plan

The Township of Springwater
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