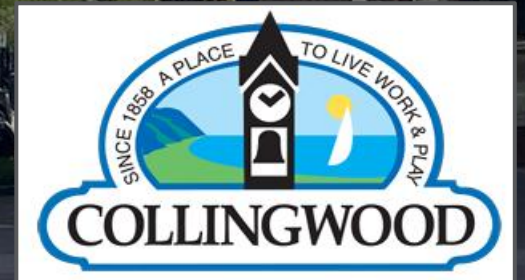


Master Mobility and Transportation Plan (MMTP)



Presented by:
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Amber Leal, Manager of Development Engineering
April 27th, 2026



INFORMATION OVERVIEW



Purpose of MMTP Overview

The presentation shares an overview of the MMTP without seeking approvals or financial commitments.

Next Steps and Engagement

Council is encouraged to seek clarification during review; no immediate decisions or policy changes are requested.

Governance and Transparency

Separating information sharing from decision making supports transparent governance and proper planning.

WHAT IS THE MMTP?

- **Comprehensive Transportation Strategy**

A long-term, integrated plan guiding movement of people and goods in Collingwood through 2051.

The MMTP is a long-term strategic framework guiding transportation decisions, not a budget or project-specific plan.

- **Multimodal Approach**

The plan includes walking, cycling, transit, and streets, emphasizing balance and integration among modes.

- **Guidance for Future Decisions**

MMTP sets priorities and principles for evaluating transportation decisions aligned with community goals.



WHY THE MMTP MATTERS

- **Managing Growth and Demand**

Collingwood's growth and changing travel behaviour increase demands on the transportation system requiring strategic management.

- **Enhancing Safety and Access**

Residents and businesses expect safer streets and improved access with more travel options to meet evolving needs.

- **Strategic and Policy Alignment**

The MMTP aligns transportation planning with the 2024 Official Plan and strategic priorities for consistent and defensible decisions.

- **Guiding Investment and Risk Management**

The MMTP provides a framework to prioritize investments, manage risks, and balance competing transportation needs effectively.



What an MMTP is and does...

- A forward looking, long-term transportation network plan
- Accommodates growth up to 2051
- Considers forecasted land-use changes
- Focuses on sustainable transportation



SUSTAINABILITY



HEALTH



FLEXIBILITY



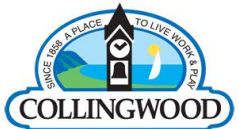
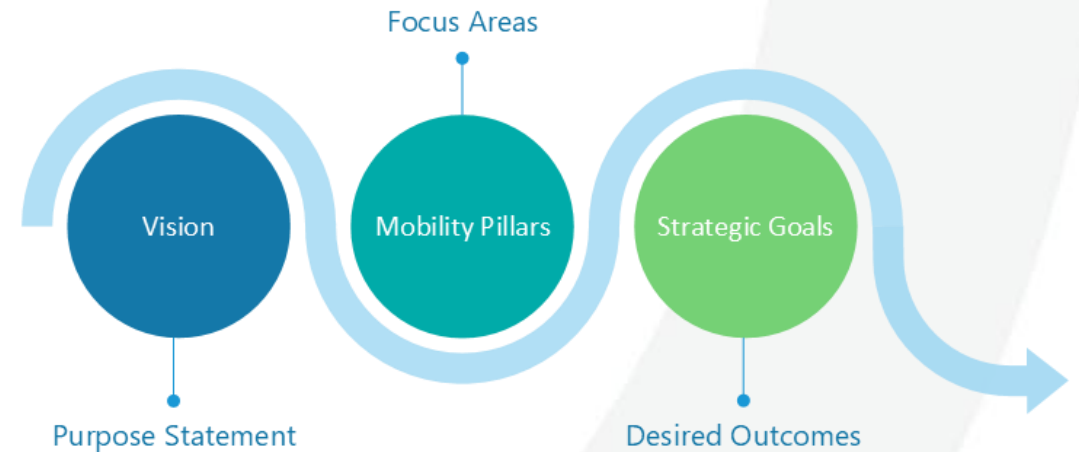
ACCESSIBILITY

What an MMTP is not...

- A detailed design plan
- An authorization for construction
- A financial commitment to fund the construction of the transportation network or the implementation of programs

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.



HOW THE MMTP WAS DEVELOPED

- **Compliance with MCEA Process**

The MMTP follows the Municipal Class Environmental Assessment process completing key phases to identify transportation issues and solutions.

- **Technical Analysis and Modeling**

Development was informed by transportation modeling, policy review, and best practices from similar municipalities.

- **Community Engagement**

Extensive public engagement included information centres, online input platforms, feedback collection and meetings with advisory groups.

- **Balancing Analysis and Values**

The plan integrates professional analysis with community values ensuring balanced and inclusive transportation planning.



IMPROVEMENT GROUPINGS

Active Transportation Opportunities

- Expand and integrate AT and transit options to support a multimodal, all ages and abilities, mobility network
- Enhance accessibility to local businesses, schools, and employment centers



Transit Opportunities

- Provide equitable, convenient and accessible coverage to Collingwood's Strategic Growth Areas
- Affordable and user-friendly transit fare system
- Ensure reliability and improve frequency



Street Network Opportunities

- Establish a well-connected Multi-Modal Network
- Improve road safety conditions and protect vulnerable road users
- Reduce traffic congestion
- Enhance accessibility for all users
- Maintain appropriate Annual Average Daily Traffic
- Ensure Level of Service remains above D.



GUIDING PRINCIPLES AND THEMES

Central Focus on Safety

Safety is the main goal, shaping every recommendation in the MMTP to protect all road users effectively.

Optimize Existing Infrastructure

The plan emphasizes improving current infrastructure before considering new construction to maximize resources.

Focus on Vulnerable Road Users

Design and policies prioritize people and vulnerable users to ensure inclusive and safe mobility.

Phased and Flexible Implementation

Adaptive implementation allows the Town to respond to growth, funding changes and evolving mobility trends.



SAFETY, SPEED MANAGEMENT AND TRAFFIC CALMING

Vision Zero Approach

Vision Zero aims to prevent serious injuries and fatalities by promoting safe driving and road environments.

Limitations of Signage

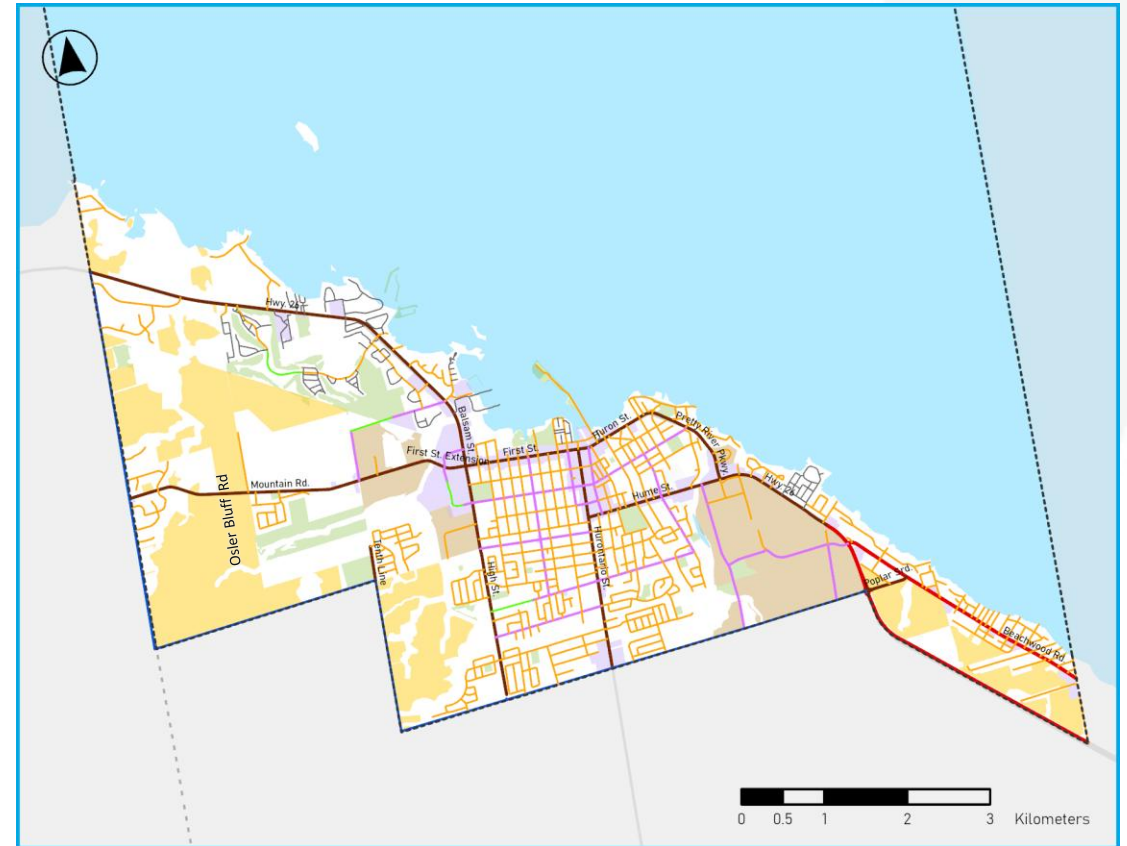
Studies show that signs alone do not significantly change driver speed or behaviour on local streets.

Context-Sensitive Speed Limits

A 40 km/h speed limit on eligible local streets is paired with physical design measures to improve safety.

Proactive Traffic Calming

Traffic calming is data-driven, focusing resources on high-risk areas instead of relying on petitions.



11 SPEED REDUCTION STUDY – KEY FINDINGS

What we heard: 65 community requests related to speeding concerns on various road throughout Collingwood. There is strong support for targeted, case-by-case speed reductions; residents value safety benefits but note concerns about travel time and enforcement.

What the Data Shows: speed data indicates limited compliance where limits were reduced to 30km/h without supporting design changes.

Best-Practice Approach: Shift from blanket limits to context-sensitive, data-driven decisions, aligned with best practices used across Canada.

Recommended Direction: Pair speed reductions with physical traffic calming where warranted and commit to monitoring and alignment with the MMTP.

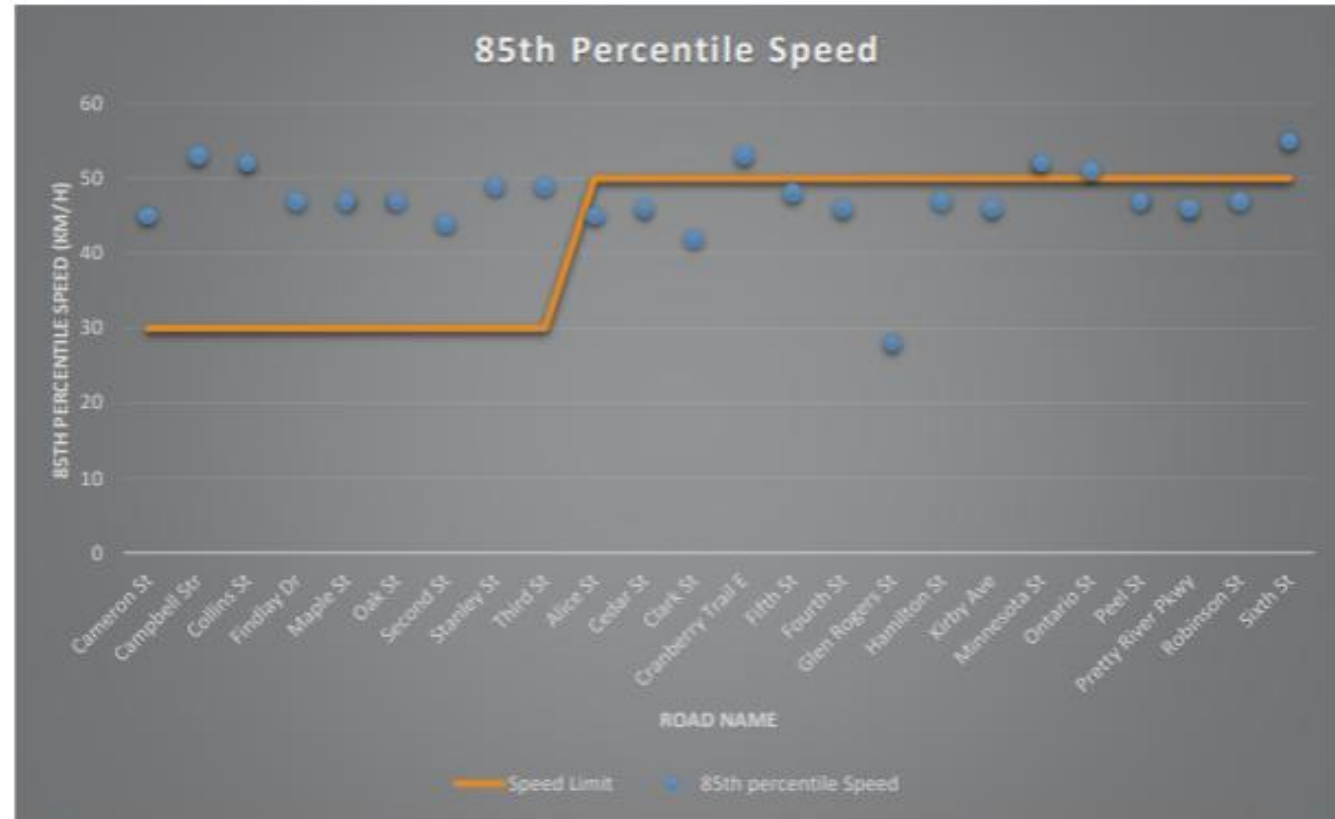


Figure 8: 85th Percentile Speed and Posted Speed Limit in km/h.

Optimizing Existing Network

Focus on improving current streets rather than building new roads supports sustainable urban growth.

Intersection Upgrades

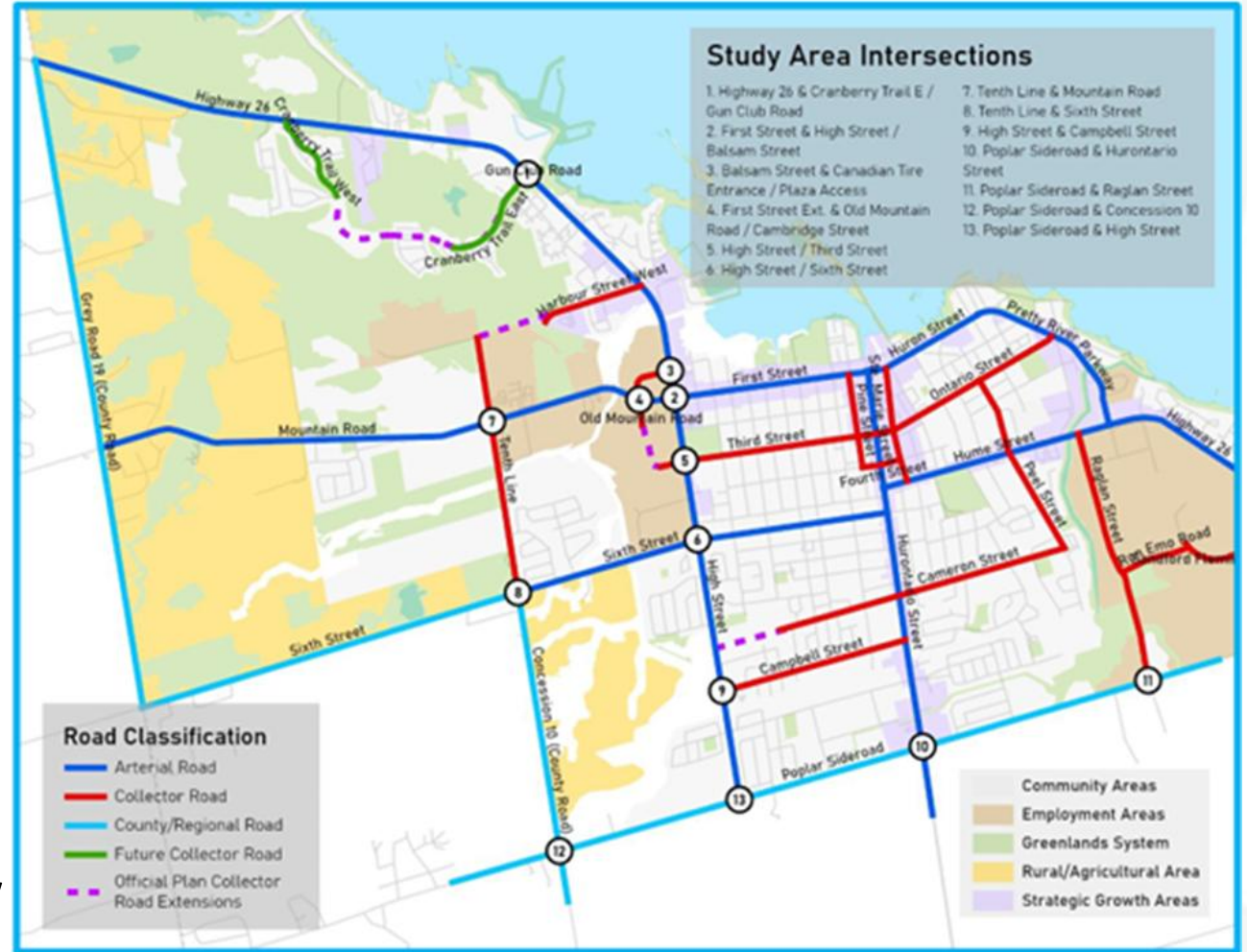
Targeted upgrades at intersections enhance traffic efficiency and safety in key areas.

Signal Optimization

Adjusting traffic signals reduces congestion and improves travel times throughout the network.

Selective Corridor Enhancements

Improving specific corridors and diversion routes addresses future transportation needs without new bypasses.



STREET NETWORK STRATEGY – SHORT TERM KEY FINDINGS & RECOMMENDATIONS

Key Findings

- Most intersections operate acceptably in the short term
- Localized capacity issues identified at high demand intersections
- No broad network failure or need for new road construction

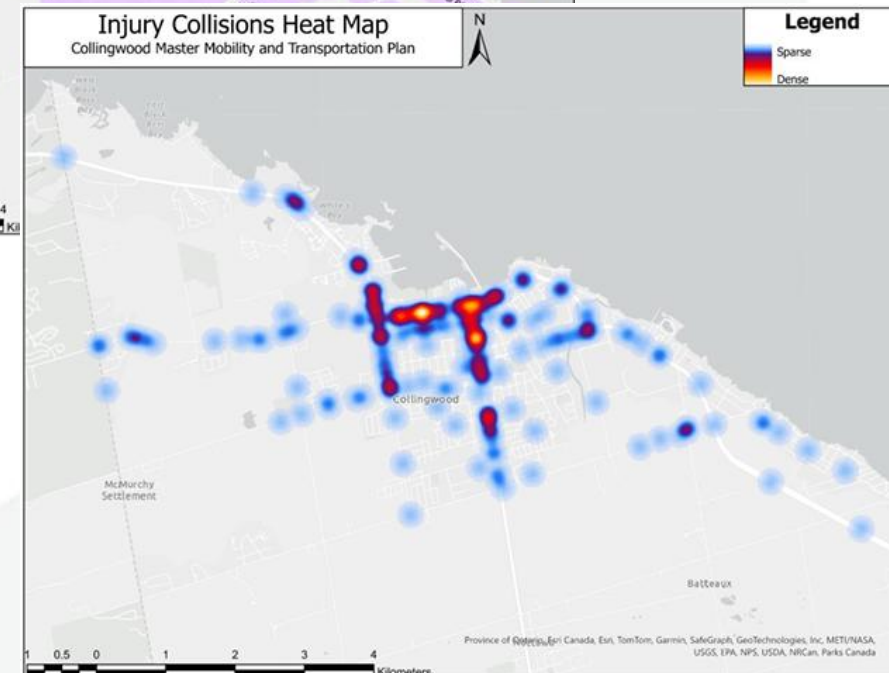
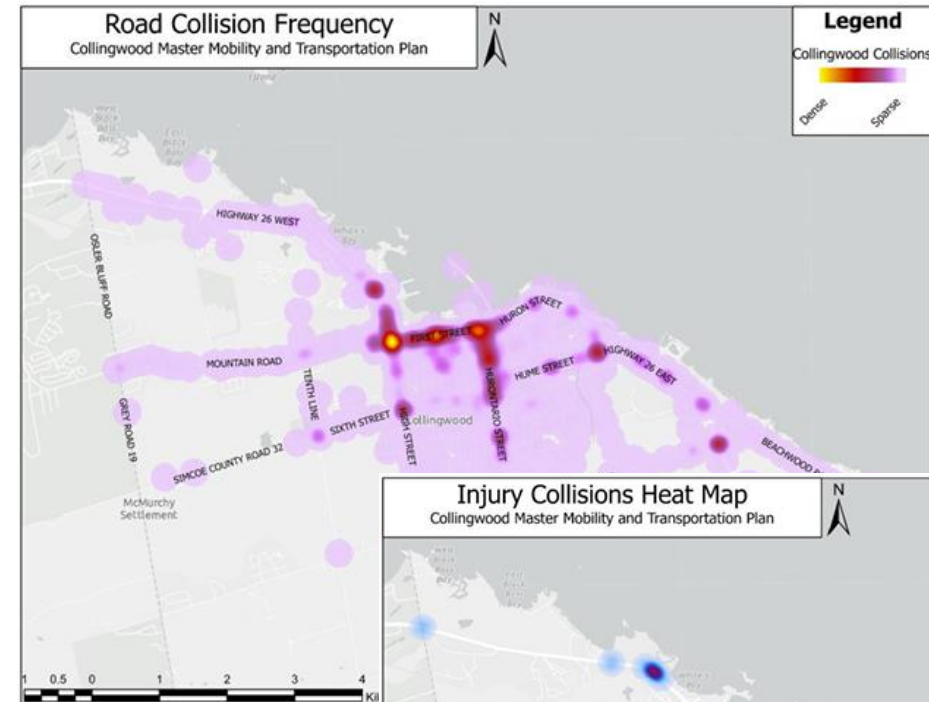
Recommended short-term actions

- Targeted intersections upgrades
- Signal and turn-lane improvements where warranted
- Minor roadway improvements



NETWORK SCREENING & COLLISION ANALYSIS – KEY TAKEAWAYS

- Collisions are concentrated, not widespread
 - Majority occur on arterial roads and major intersections, not local streets.
- Severity matters more than frequency
 - Screenings prioritized injury/fatal collisions and vulnerable road user impacts, consistent with Vision Zero.
- High risk corridors identified
 - Hurontario St., First St., High St., Highway 26
 - Outlier – Second St. .
- Vulnerable road users most at risk
 - Pedestrian and cyclist collisions are fewer in number but far more likely to result in injury, especially where infrastructure is limited
- Outcome
 - 11 road segments and 8 intersections flagged for further safety investigation (not immediate intervention).



ROAD NETWORK CLASSIFICATION – FINDINGS & DIRECTION

Network Review

- Reviewed arterial, collector and local road functions
- Assessed projected traffic volumes
- Considered land-use context and growth areas

Recommendations

- No changes to road classifications are recommended
- Road extensions will be delivered with development, not in advance



16 ROAD NETWORK CLASSIFICATION – Third St.

What we studied

- Existing and future traffic conditions on Third St.
- Network effects of changing Third Street's functional road (including downgrading to a local residential street)
- Interaction with adjacent arterials and future west end growth

Key Findings

- Third Street is already operating near practical capacity
- Changing Third Street's role – particularly downgrading it to a local road would worsen operations by:
 - Increasing delay and congestion on Third Street during peak periods
 - Shifting traffic onto adjacent residential streets as drivers seek alternative east-west routes
 - Creating additional strain at nearby intersections (First St., High St., Mountain Rd.)



17 ACTIVE TRANSPORTATION

Core Active Infrastructure

Walking and cycling are prioritized as essential infrastructure in urban transportation planning.

Inclusive Design Standards

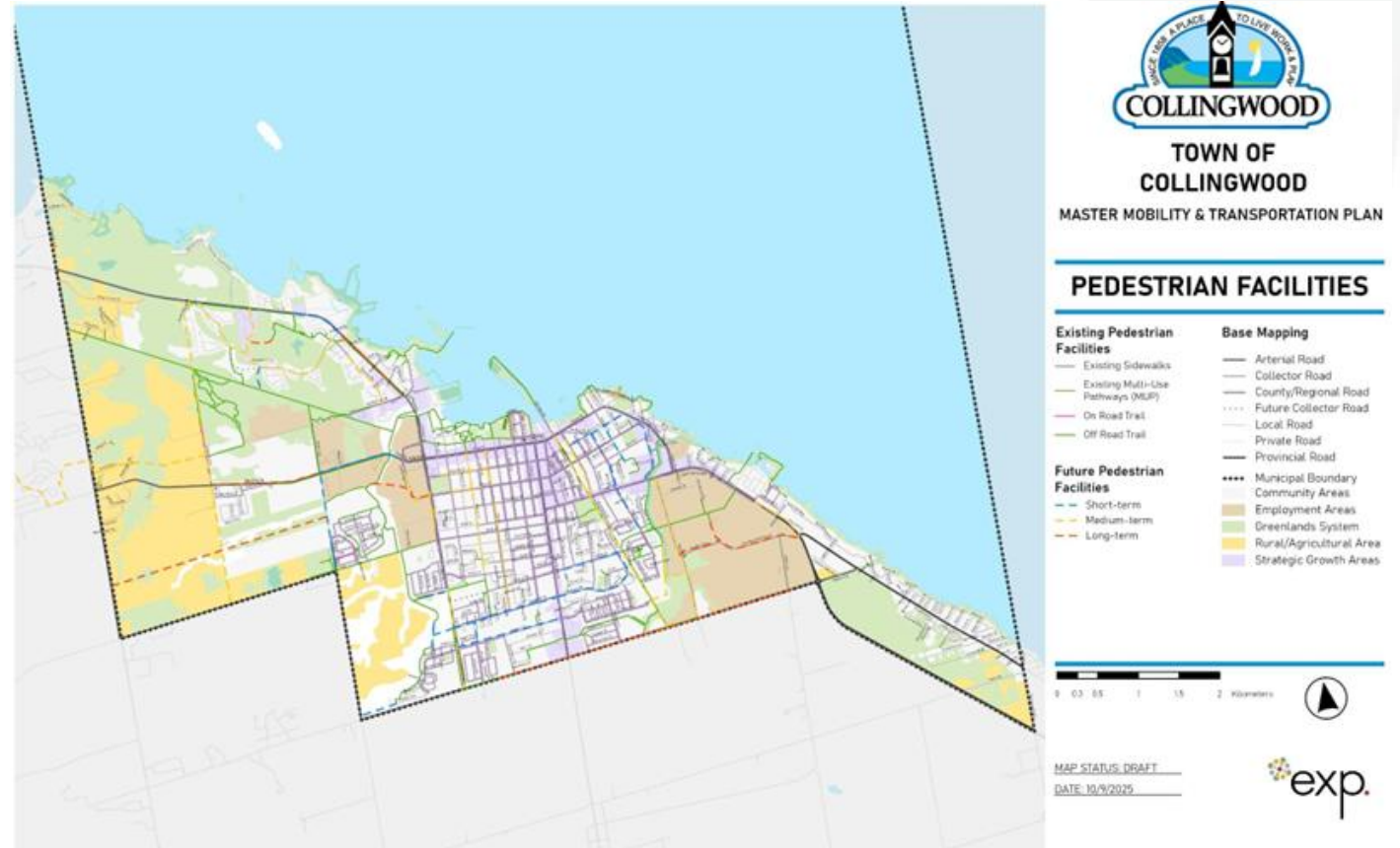
Designs to incorporate all-ages-and-abilities standards to ensure accessibility for everyone.

Strengthened Community Connections

Improving links to schools, parks, downtown, and growth areas promotes active transportation.

Health and Sustainability Benefits

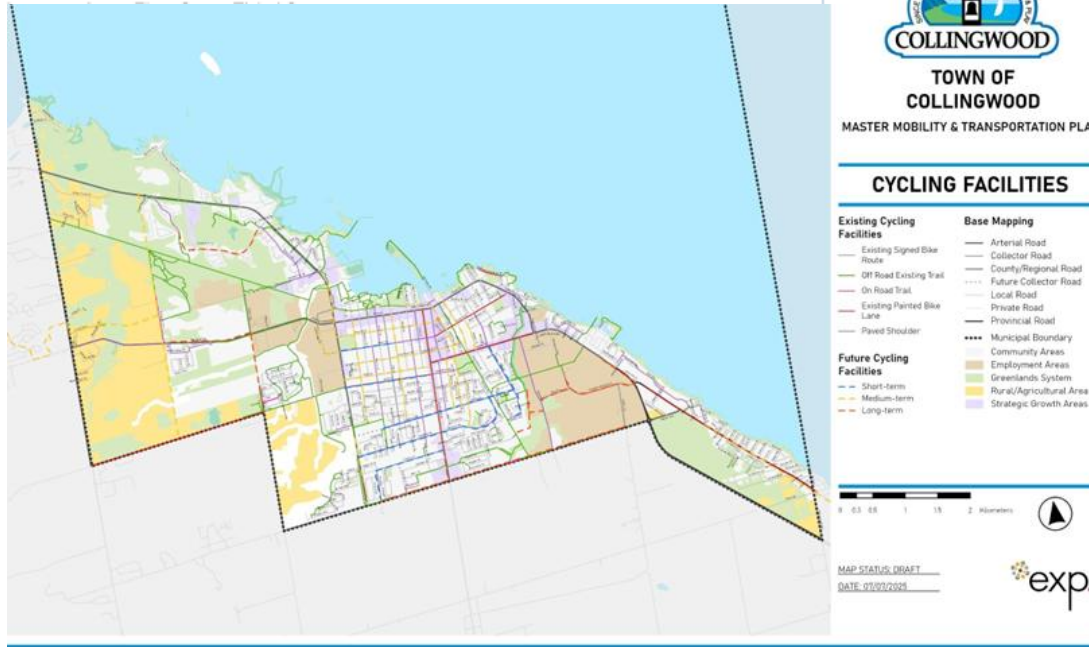
Prioritizing active transportation supports public health, sustainability, and vibrant communities.



ACTIVE TRANSPORTATION

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



Recommendation

Develop and adopt detailed active transportation policy and development action plan¹⁸ documents that consolidate all active transportation directives for walking, cycling and micro-mobility in a single document. Adopt policy for identifying local area improvements.

Conduct annual audits of the active transportation network to determine network deficiencies. Evaluate the need for more crosswalks and PXO crossings.

Adopt Street Typologies through the Complete Streets Policy.

Update and construct previously recommended active transportation infrastructure recommended through the 2019 Cycling Plan and Active Transportation Plan & Framework.

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.

Prioritize the development of active transportation facilities in new growth areas, educational institutions, hospitals, commerce, employment facilities etc.

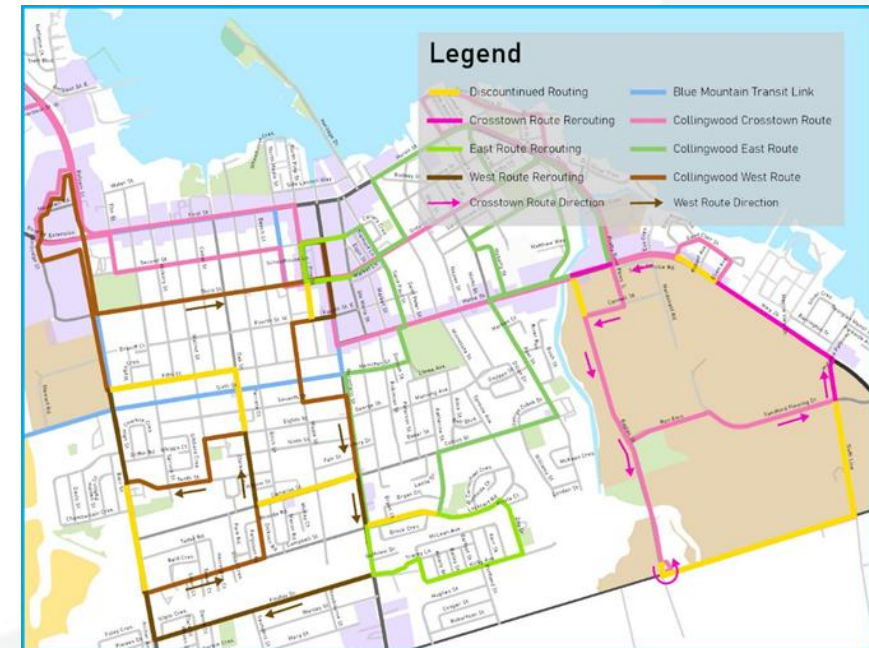
Prioritize the pedestrianization of downtown and waterfront area

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.

Invest in the four-season maintenance of active transportation infrastructure to ensure that AODA requirements are met.

TRANSIT DIRECTION

- Maintain a fixed-route transit system as the foundation of public transit
- Strengthen core routes connecting neighbourhoods to key destinations
- Focus on reliability, clarity, and efficiency over network expansion.
- Improve stop accessibility, amenities, and integration with road projects
- Better connect transit with walking, cycling, and trails
- Phase improvements to align with growth, funding, and capital programs



POLICY MODERNIZATION

New Policies

- Complete Streets Policy

The plan updates policies to promote Complete Streets, ensuring safe access for all users including pedestrians and cyclists.

- Community Safety Zones Policy

New safety zones aim to reduce accidents through traffic calming and speed reduction measures in sensitive areas.

- Transportation Impact Study (TIS) Policy

Updated policies require comprehensive transportation impact studies to support informed and transparent decision-making.

- Truck Route & On-Street Parking Policy

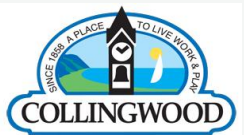
Policies clarify truck routes and regulate on-street parking to improve traffic flow and safety in the Town.

Updated Policies

- Traffic Calming Policy

Reviewed Policies – No Changes Recommended:

- Stop Signs Policy



FINANCIAL CONTEXT AND IMPLEMENTATION

- **Strategic Roadmap**

The MMTP serves as a strategic roadmap guiding phased implementation rather than a fixed capital budget.

- **Phased Implementation**

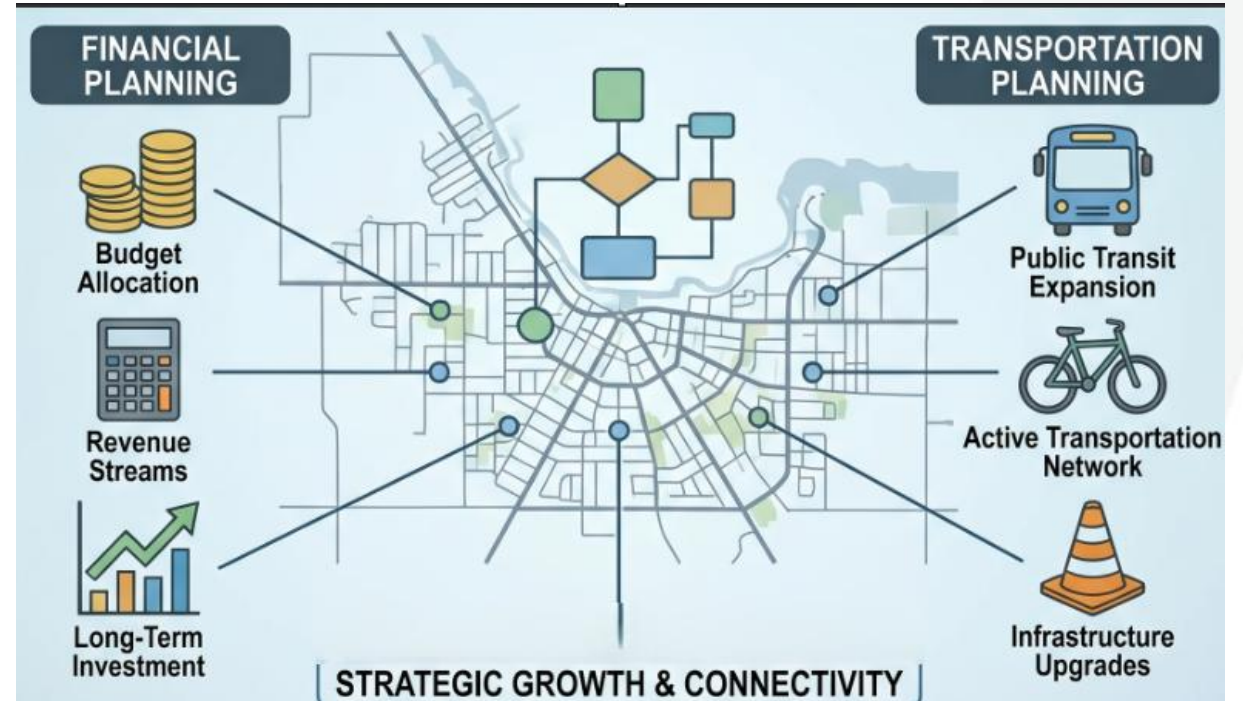
Implementation phases align with the Town's 10-Year Capital Plan, Development Charges, and grant opportunities.

- **Short- to Long-Term Actions**

Short-term focuses on policy and safety; medium- and long-term support network growth and regional coordination.

- **Flexibility and Fiscal Responsibility**

A phased approach ensures flexibility in planning and maintains fiscal responsibility throughout implementation.



CLOSING STATEMENTS

We Welcome Your Comments!

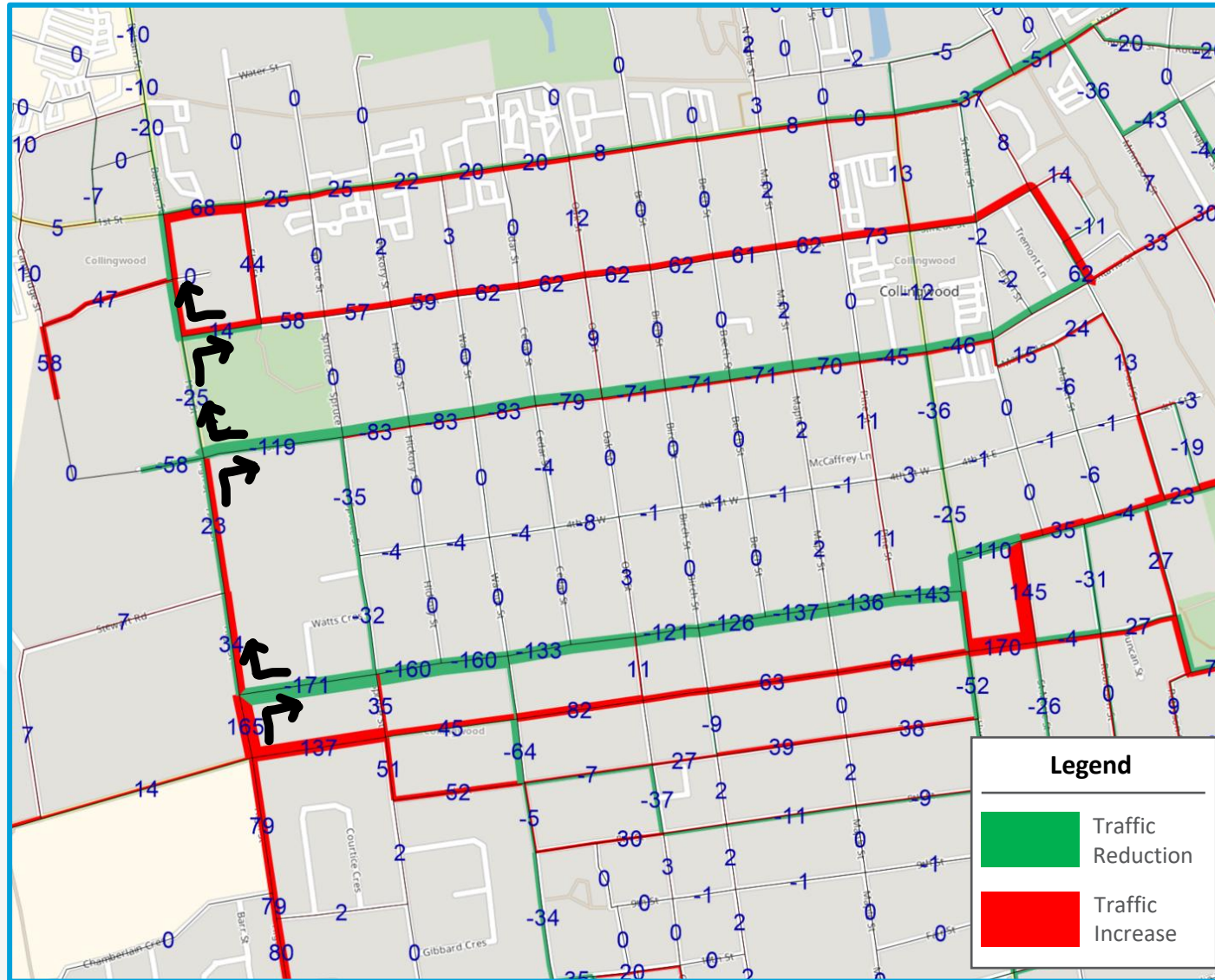
Please visit the Engage Collingwood website for project updates and more information: <https://engage.collingwood.ca/mmtip>

Please forward any comments to the following contacts:

Town of Collingwood
Amber Leal, C.E.T., Dipl.M.M., PMP
Manager, Development Engineering
Email: aleal@collingwood.ca

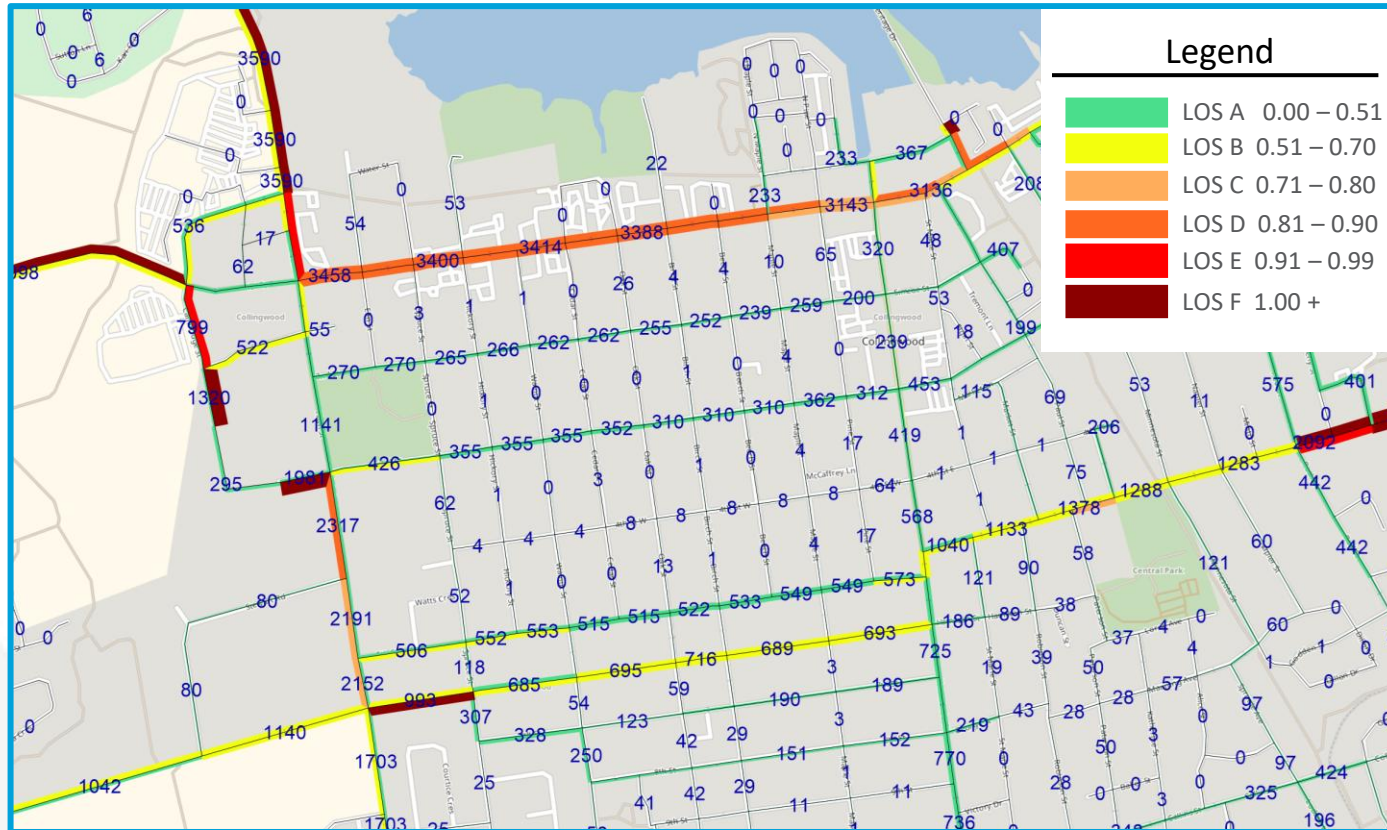
EXP Project Manager
Rick Zarzosa, P.Eng.
Senior Traffic and Transit Engineer
Email: rick.zarzosa@exp.com

Street Network | 2051 Scenario Comparison - *Right-In/Right-Out*



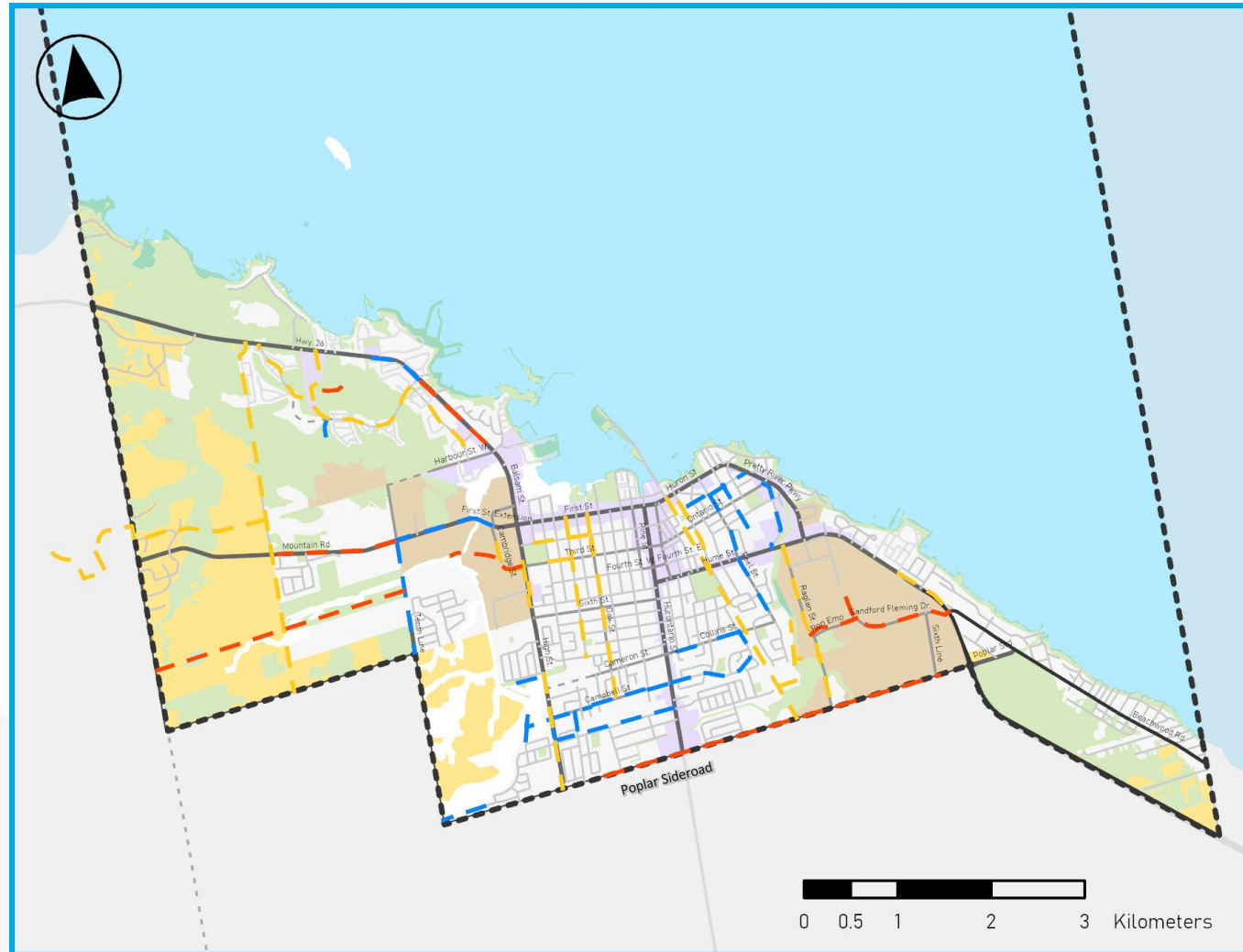
- The future models show a minor traffic distribution between East-West roads.
- Reduced volumes along the Third Street & Fifth Street, and increased volumes on First, Second, and Sixth Street

Street Network | Road Reclassification – Third Street/Tree Streets



- Recommendations against reclassifying Third Street
 - Extensions & connections are planned and will be developed alongside new development when needed.
 - Existing volumes and proposed future developments would not support status as local road.
 - Road segments will reach capacity along Sixth Street, Mountain Road, First Street

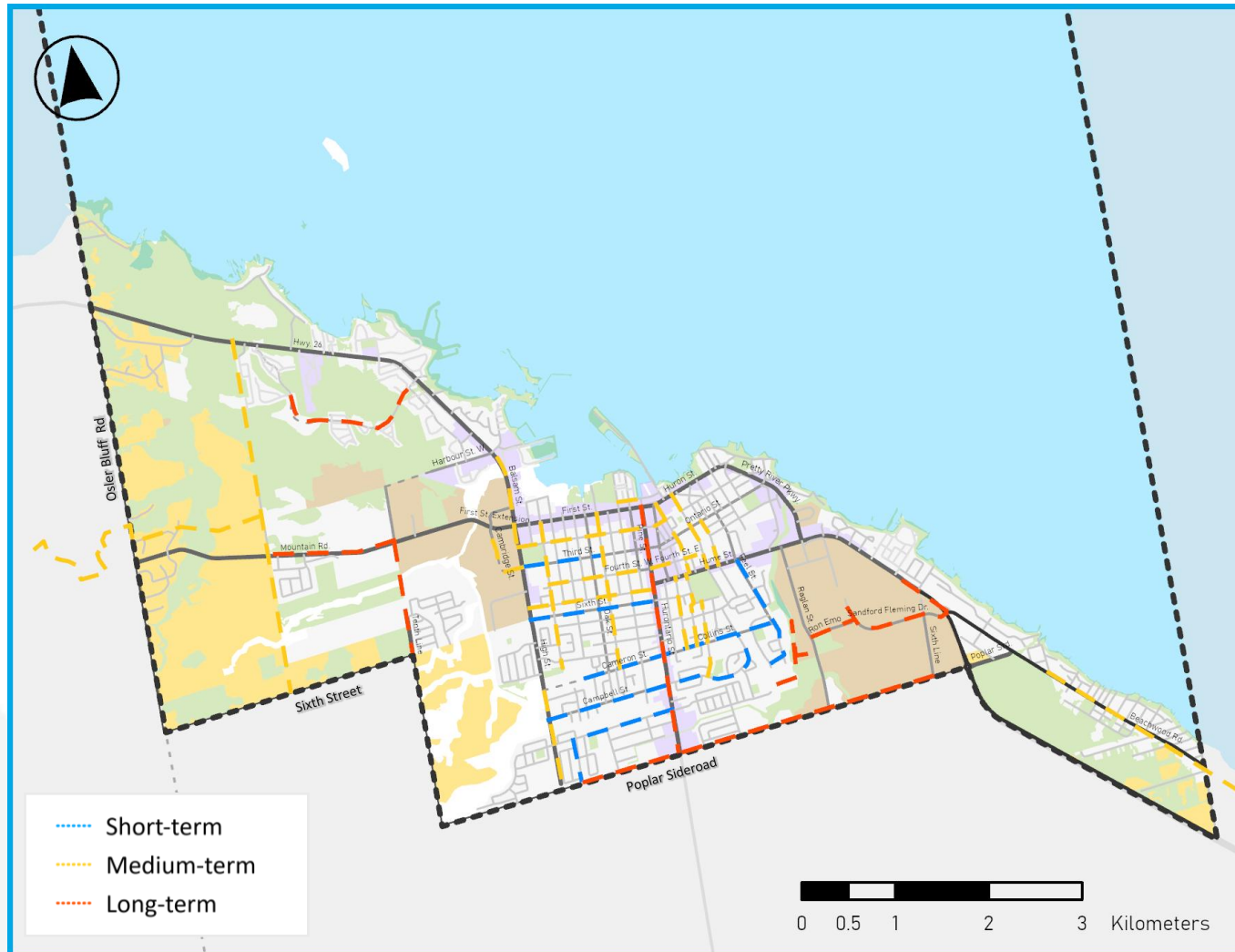
Recommended Active Transportation Projects: Pedestrian Projects



The proposed list for pedestrian projects in the MMTP include the following streets:

- Campbell St.
- Collins St.
- Tenth Line
- Simcoe St.
- Niagara St.
- Peel St.
- County Rd. 32
- Blue Fairways: Cranberry Trail to Georgian Trail
- Findlay Drive
- Raglan St.
- Highway 26
- Dawson Dr.
- Oak St.
- Second St.
- Third St.
- Walnut St.
- Eleventh Line trail extension
- Blue Mountains trail connection
- Chamberlain St. trail connection
- High St.
- Connection of Cranberry Trail East and West
- Highway 26
- Mountain Rd.
- Cranberry Marsh Boardwalk
- 425 Raglan St. trail connection to Tenth Line
- Ron Emo Rd. Sandford Fleming Dr.
- Poplar Sideroad
- Linksview Trail

Recommended Active Transportation Projects: Cycling Network



Proposed list of cycling projects in the 2026 MMTP includes the following streets:

- Cameron Street/Collins Street
- Campbell Street/Lockhart Road
- Findlay Drive/Clark St
- Peel Street/Lynden Street (east-west)
- Third St. btwn. Maple & High
- Sixth St. btwn. Hurontario St. & High St.
- High Street
- Spruce Street
- Second Street
- Fourth Street
- Fifth Street
- Birch Street
- Paterson Street
- Robinson Street
- Katherine Street
- St. Paul Street
- Eleventh Line Trail Extension
- Side Launch Way btwn. Hurontario & Pine
- Minnesota Street btwn. Hume Street & Huron Street
- Third Street Extension to Cambridge Street
- Napier Street btwn. Hume Street & Simcoe Street
- East Connection to Wasaga Beach
- Blue Mountains trail connection
- Mountain Road
- Ron Emo Road & Sanford Fleming Drive
- Beachwood Road
- Tenth Line from Sixth St. to Mountain Rd.
- Poplar Sideroad btwn. Clark Street and Highway 26
- Hurontario Street btwn. First & Poplar Sideroad
- Cranberry Road Extension
- Trail connection from 780 Tenth Line
- 420 Raglan Street development trail connection

