

SEPTEMBER 8, 2025

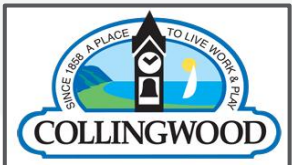
Master Mobility and Transportation Plan: Public Information Centre #2

Overview

This Public Information Centre (PIC) has been scheduled to present work completed to date on the Master Mobility and Transportation Plan (MMTP), and to receive feedback and input from you on our drafted recommendations.

The information presented today will include the following:

- Overview of the PIC Presentation
- What is the *Collingwood Master Mobility and Transportation Plan*?
- The MMTP Vision
- Collingwood's Policy Direction and MMTP Integration
- Master Planning Process
- Study Approach
- Study Timeline
- 2024 Engagement Survey Response
- Needs and Opportunities Assessment
 - Supplemental Policy Development & Review
 - Active Transportation Network
 - Transit Coverage
 - Street Network
- Next Steps and Contact Info



Collingwood Master Mobility and Transportation Plan (MMTP)

What an MMTP is and does...

- A forward looking, long-term transportation network plan
- Accommodates growth up to 2044
- Considers forecasted land-use changes
- Focuses on sustainable transportation



SUSTAINABILITY



HEALTH



FLEXIBILITY



ACCESSIBILITY

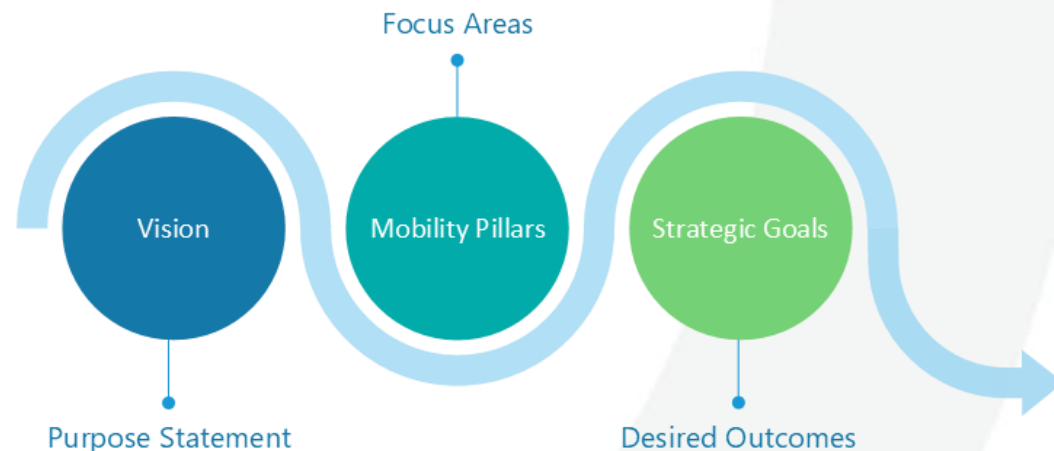
What an MMTP is not...

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

Collingwood Master Mobility and Transportation Plan (MMTP)

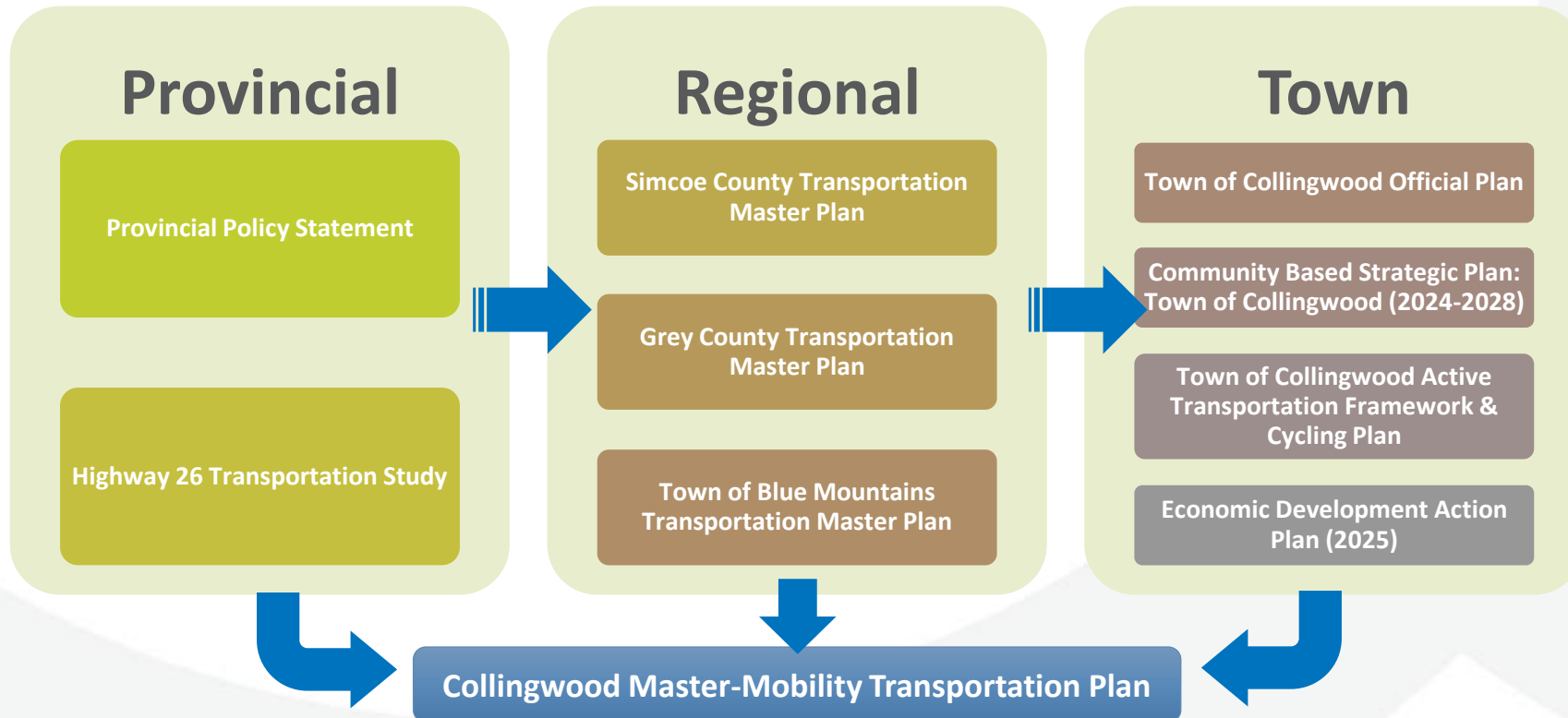
Vision

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.



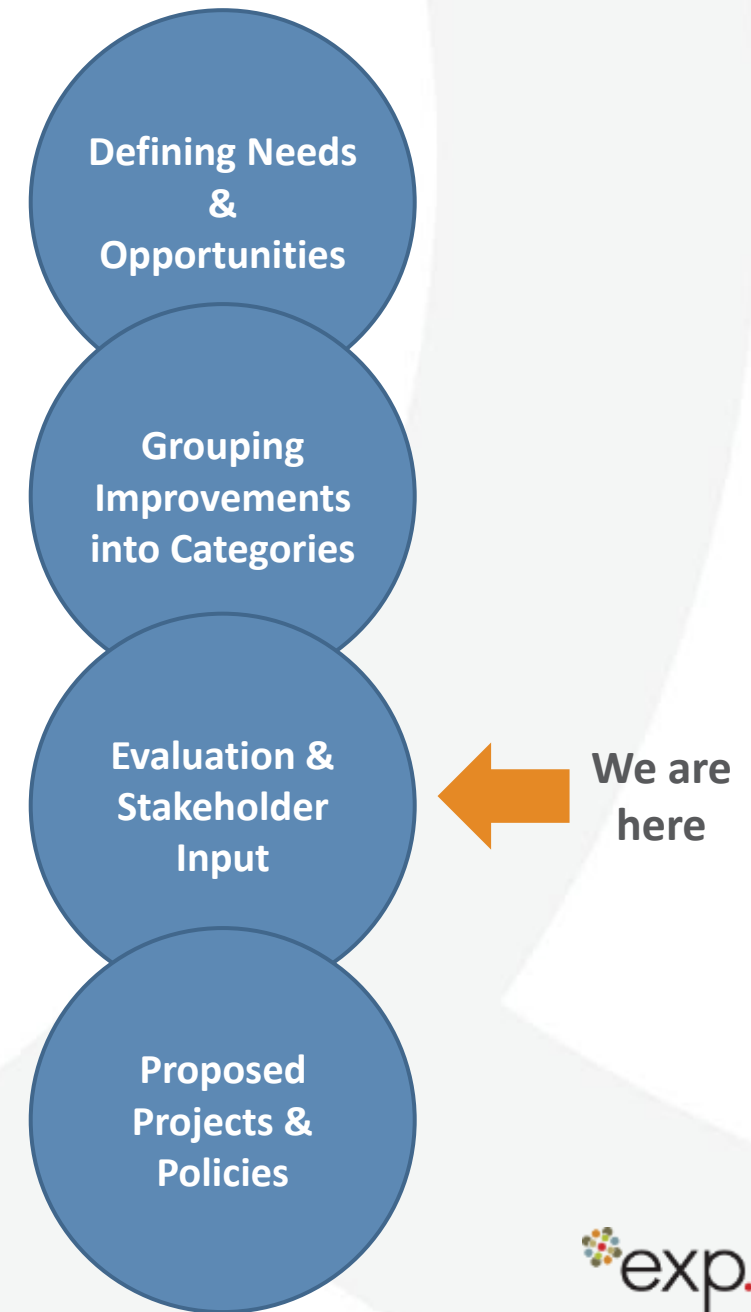
Collingwood's Policy Direction and MMTP Integration

The MMTP will be a comprehensive planning document used to guide transportation within Collingwood over the next planning horizon. The plan builds on municipal, regional and provincial plans and will address current active transportation, transit and street network concerns and constraints to create a safe, multi-modal and integrated transportation system.

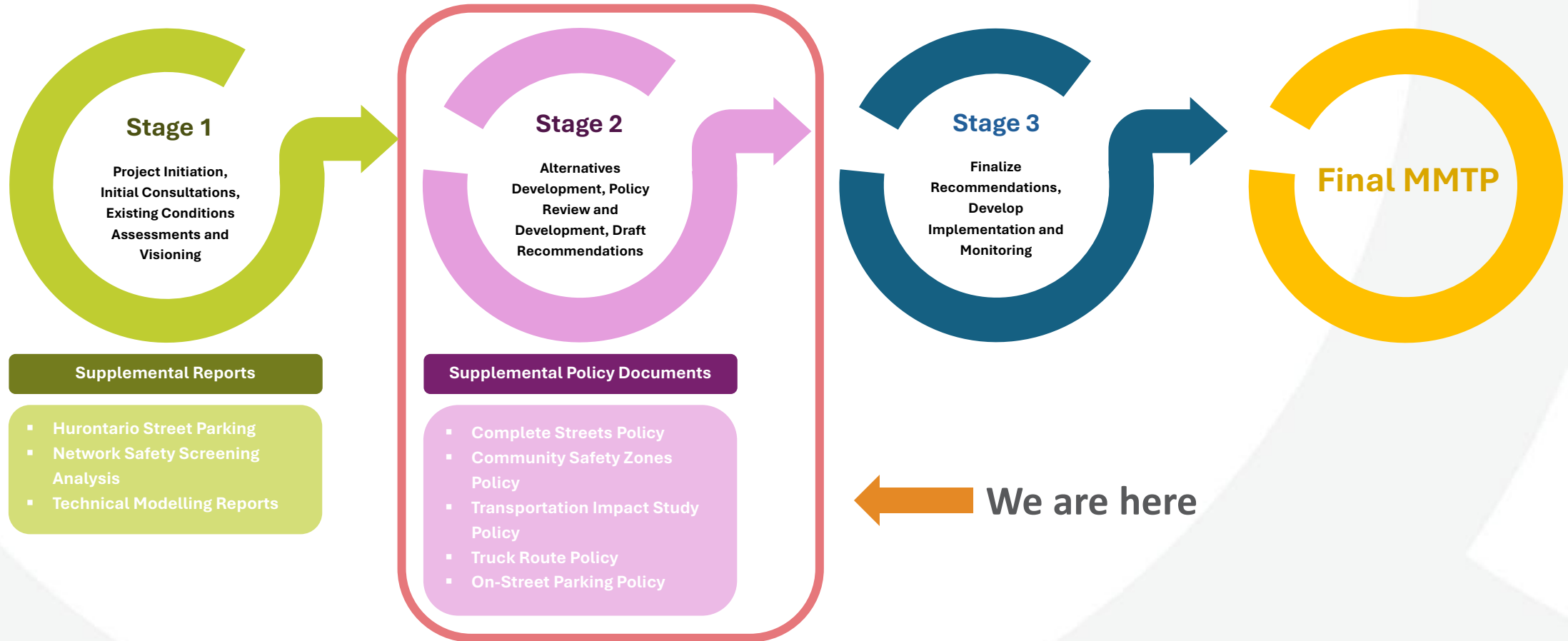


Master Planning Process

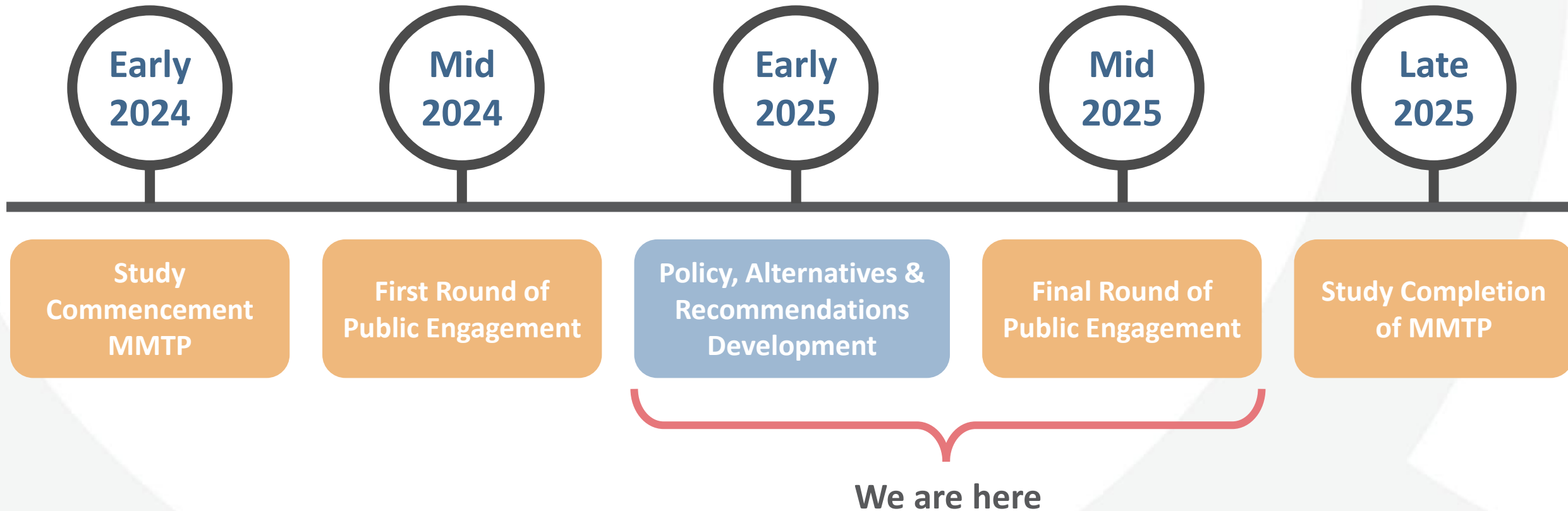
- The MMTP will be carried out in accordance with Approach #1 of the Master Planning Process, as outlined in Appendix 4 of the Municipal Class Environmental Assessment (MCEA) document (March 2023).
- In line with the MCEA (2023) guidance, Master Plans must satisfy the first two (2) phases of the Class EA process:
 - Phase 1: Problem or Opportunity
 - Phase 2: Alternative Solutions
- Phases 1 and 2 of the MCEA process will be addressed and will form the basis for the recommended Schedule 'B' and 'C' transportation infrastructure projects identified in the MMTP report.

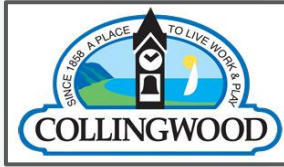


Study Approach



Study Timeline





2024 Engagement Survey Response

What we heard from you



Very Important

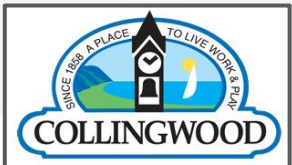
- Install more sidewalks, cycling paths, and trails
- Improve road safety
- Provide safe, accessible, and comfortable roads for all road users
- Reduce road/traffic congestion and seasonal traffic
- Improve connectivity with places outside the town
- Provide efficient and affordable transit or micro-transit services
- Improve access to local businesses for work or shopping

Least Important

- Provide efficient and affordable transit (perceived as the least important)

Needs and Opportunities Assessment

- Needs and opportunities have been defined through public consultation, surveys, policy review and mandates from town discussions.
- Following a systematic approach, analysis for all proposed recommendations have been organized in three categories: **Active Transportation (AT)**, **Transit Coverage** and **Street Network**
- Analysis has been guided by measurable goals dictating **how** and **what** will be completed through each recommendation
- For Policy Development, **four supplemental policies** and **one guideline** have been developed for the MMTP



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 Coverage 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.



Needs and Opportunities Assessment | Supplemental Policy Development & Review

Following our Policy Analysis, the following policies were **developed**:

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

Following our Policy and By-Law Review, the following were **recommended to be changed**:

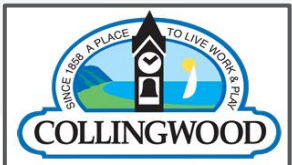
- Collingwood Traffic Calming Policy

Following our Policy and By-Law Review, the following **were not recommended to be changed**:

- Stop Signs Policy
- Crosswalk Policy

Policies developed outside the MMTP:

- Speed Study



Complete Street Policy

- Connects to the vision, goals and pillars of the MMTP
- Provides a context-sensitive approach to street design, maintenance, and the creation of public places.
- Presents street design concepts and elements to generate policies, actions and directions to guide Complete Street Implementation
- Provides a step-by-step implementation process for designing appropriate Complete Streets in specific land-use contexts
- Introduces the concept of Street Typologies



NACTO, Urban Streets Design Guide (2014)

Community Safety Zones Policy

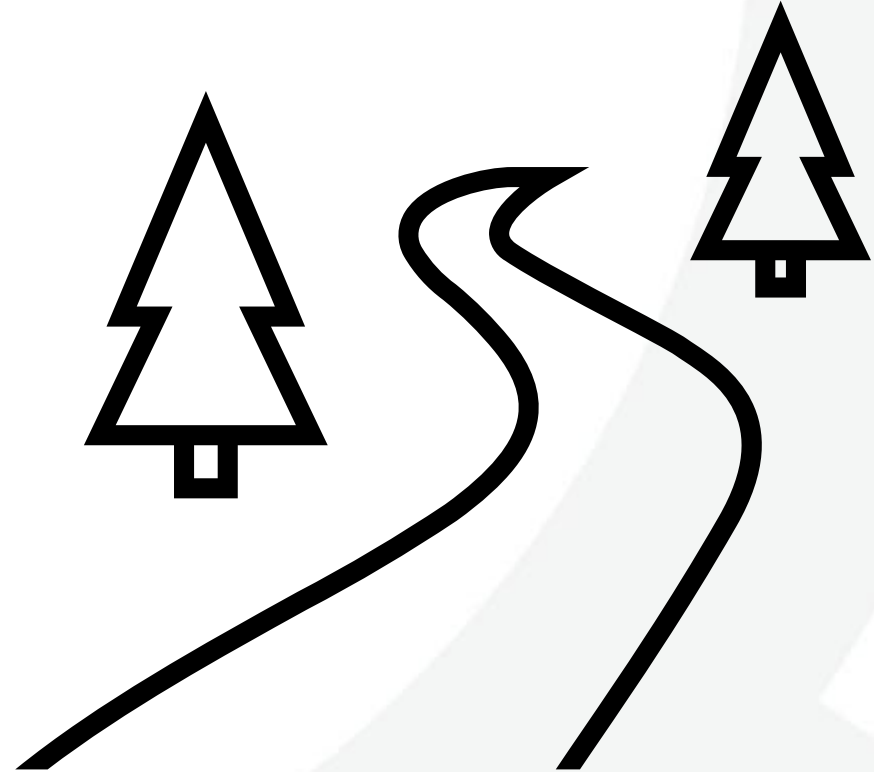
- Provides a comprehensive process to assess the appropriateness of providing a potential Community Safety Zone
- Presents Justifications and Warrant Criteria to identify, evaluate and designate potential Community Safety Zones:
 - Justification #1: Designates High Priority Areas based on roadways abutting, providing access or sharing frontage with specific land uses.
 - Justification #2: Identifies existing safety risks at the proposed site through a comprehensive analysis.



Town of Collingwood

Transportation Impact Study (TIS) Policy

- Presents guidelines for the preparation of TIS
- Defines when the completion of a TIS is required and the triggers that are associated with it
- Defines the components required to complete a TIS report:
 - Scoping
 - Forecasting
 - Analysis



Truck Route Policy

- Adopts new truck route network that complements the existing network and prioritizes access to and around industrial sites
- Proposes the application of a Hybrid Regulatory Signage System to designate truck routes
- Proposes Regulatory Signage for Load Restrictions



Ontario Traffic Manual Book 5



Ontario Traffic Manual Book 5

On-Street Parking Policy

- Developed to efficiently regulate the movement of goods and people to allocate sufficient right-of-way for on-street parking
- Aligns with the updated Parking By-Law
- Provides framework to facilitate safe on-street parking

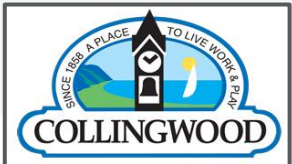


Town of Collingwood (Google Streetview)

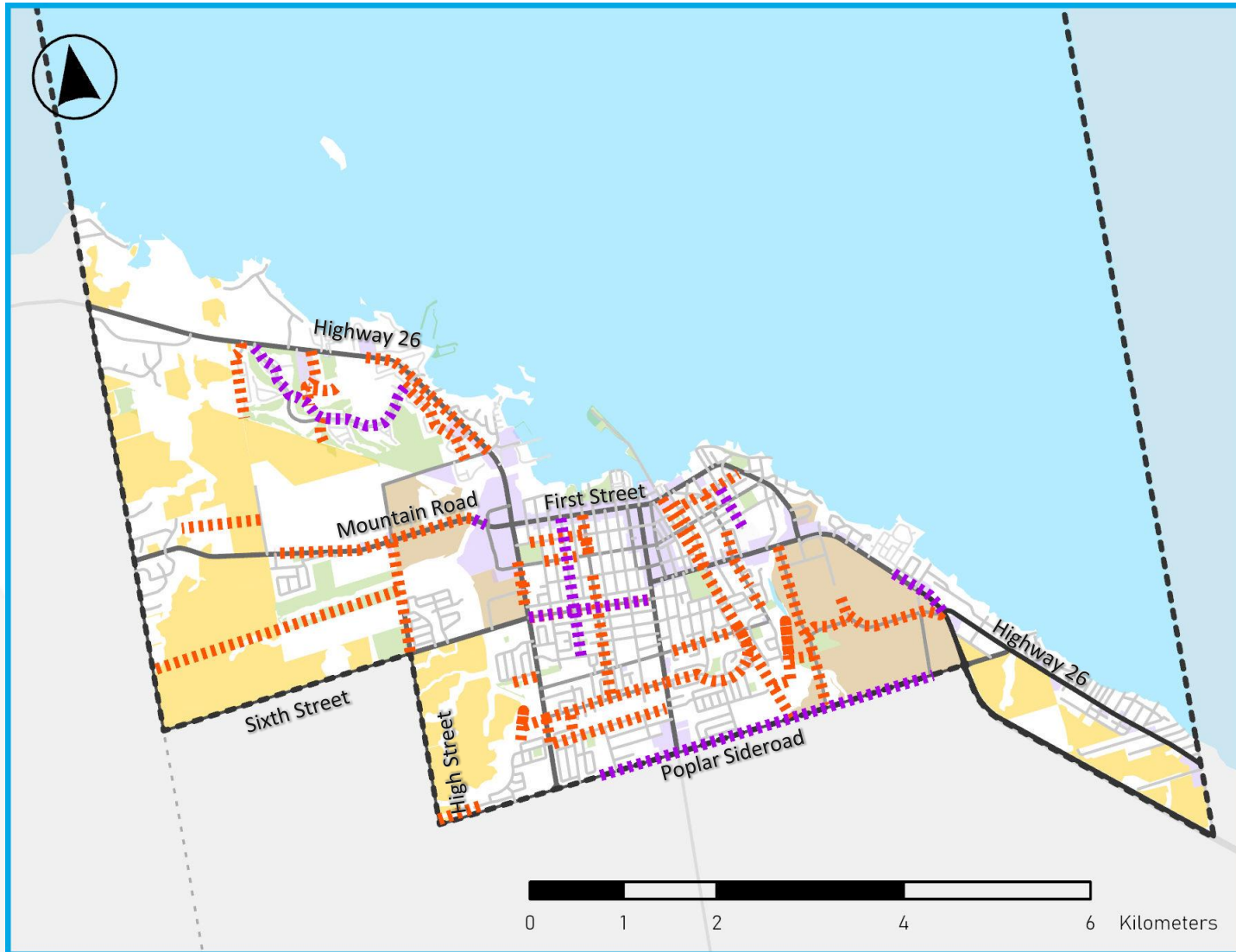
Needs and Opportunities Assessment | Active Transportation

Active Transportation Needs

- Address sidewalk network gaps
- Strengthen cycling network connectivity
- Implement an All-Ages and Abilities (AAA) design approach



Recommended Active Transportation Projects: Pedestrian Projects

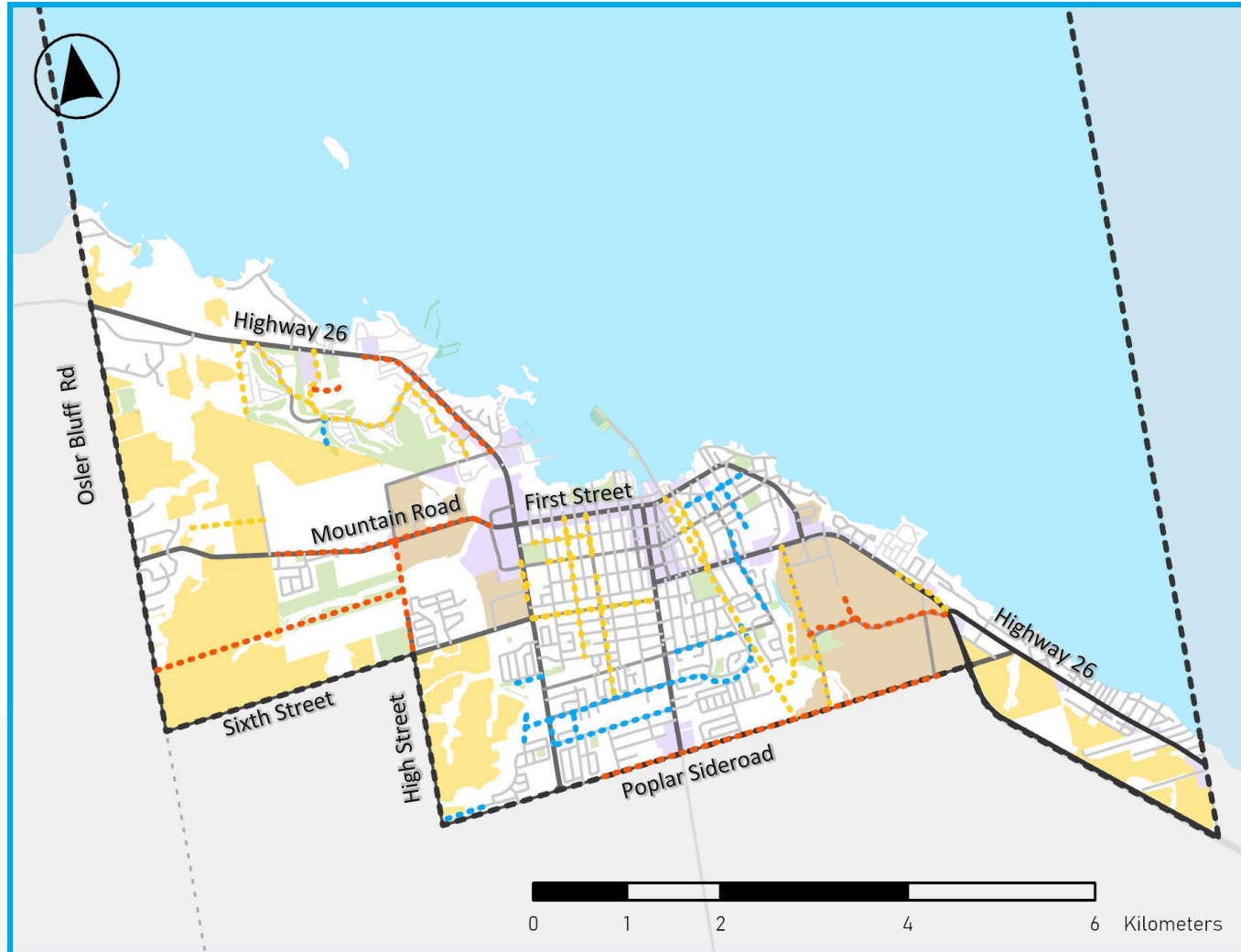


- Projects for Sidewalks, MUPs, Trails and Cycling Infrastructure have been categorized in two stages:
 - To determine facility requirements on one or both sides of a street segment
 - To determine project phasing in short, medium and long-terms towards 2044.
- The following map represents proposed pedestrian facilities

Legend

- Proposed Facilities on Both Sides of the Street (Facility-Type TBD)
- Proposed Facilities on One Side of the Street (Facility-Type TBD)

Recommended Active Transportation Projects: Pedestrian Projects



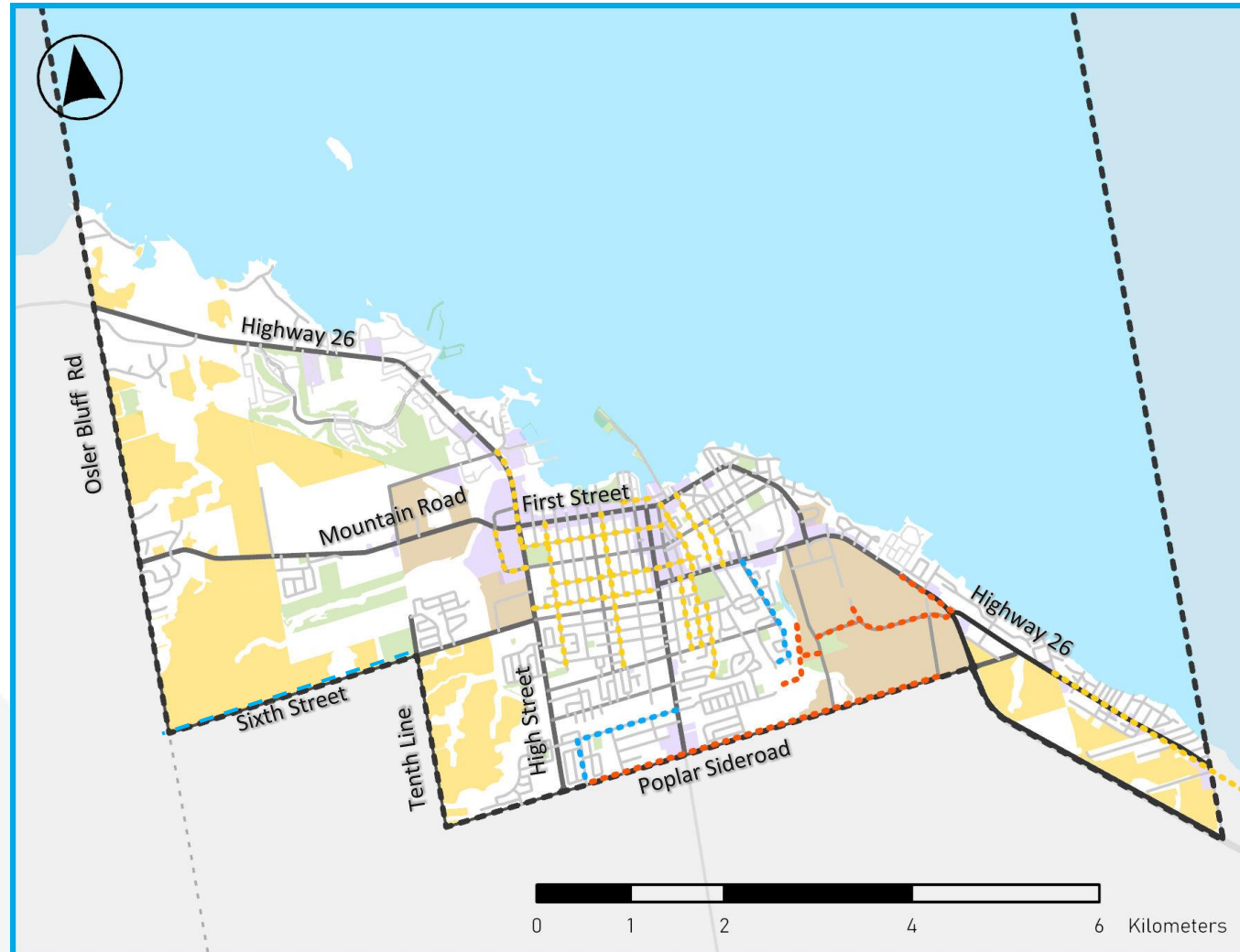
The proposed list for pedestrian projects in the 2025 MMTP includes the following streets:

- Campbell St.
- Collins St.
- Simcoe St.
- Niagara St.
- Peel St.
- Findlay Drive
- County Rd. 32
- Blue Fairways: Cranberry Trail to Georgian Trail
- Oak St.
- Second St.
- Third St.
- Walnut St.
- Chamberlain St. trail connection
- High St.
- Connection of Cranberry Trail East and West
- Dawson Dr.
- Highway 26
- Cranberry Marsh Boardwalk
- Indigo2 development trail connection to Raglan St.
- Tenth Line
- Sandford Fleming Dr.
- Poplar Sideroad
- Linksvie Trail
- Mountain Rd.

Legend

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

Recommended Active Transportation Projects: Cycling Network



The proposed list for cycling projects in the 2025 MMTP includes the following streets:

- Sixth Street btwn. Tenth & Osler
- Findlay Drive/Clark St
- Peel Street/Lynden Street (east-west)
- High Street
- Spruce Street
- Second Street
- Fourth Street
- Fifth Street
- Birch Street
- Paterson Street
- Robinson Street
- Katherine Street
- St. Paul Street
- Minnesota Street btwn. Hume Street & Huron Street
- Third Street Extension to Cambridge Street
- Napier Street btwn. Hume Street & Simcoe Street
- Ron Emo Road & Sanford Fleming Drive
- Beachwood Road
- Poplar Sideroad btwn. Clark Street and Highway 26
- Cranberry Road Extension
- Indigo2 development connection to Raglan Street

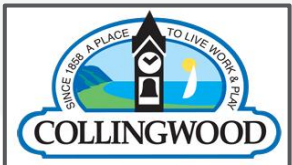
Legend

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

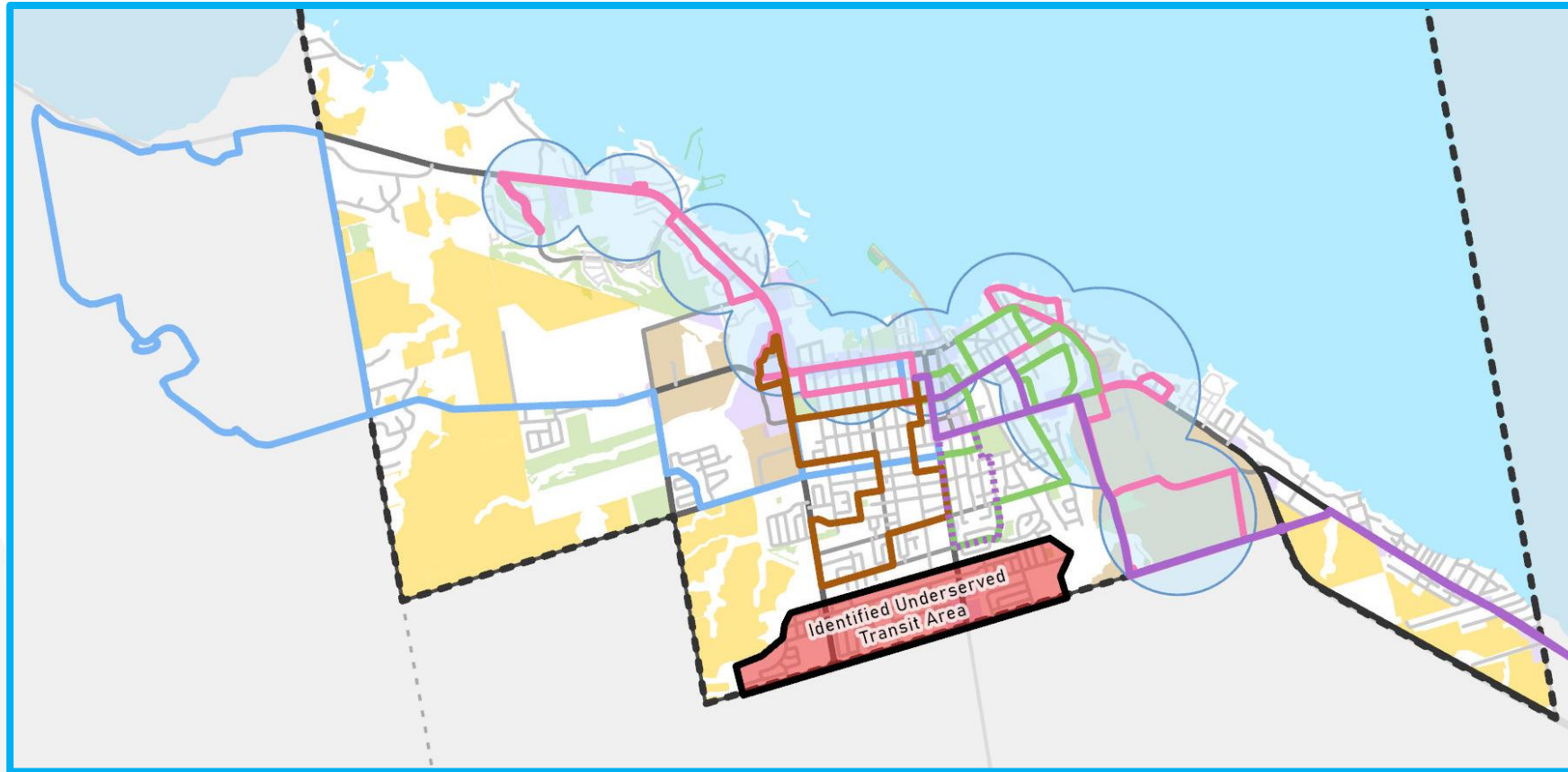
Needs and Opportunities Assessment | Transit Coverage Needs

Transit Coverage Needs

- Expand Transit service coverage to underserved areas via:
 - Route realignment
 - Route expansion
 - Propose new routes
- Establish collaborative partnerships with neighbouring municipalities to enhance regional transit integration and affordability.
- Introduce transit pass programs and fare incentives to encourage increased ridership



Transit Coverage Needs | Coverage Recommendations



Legend

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

Route Recommendations

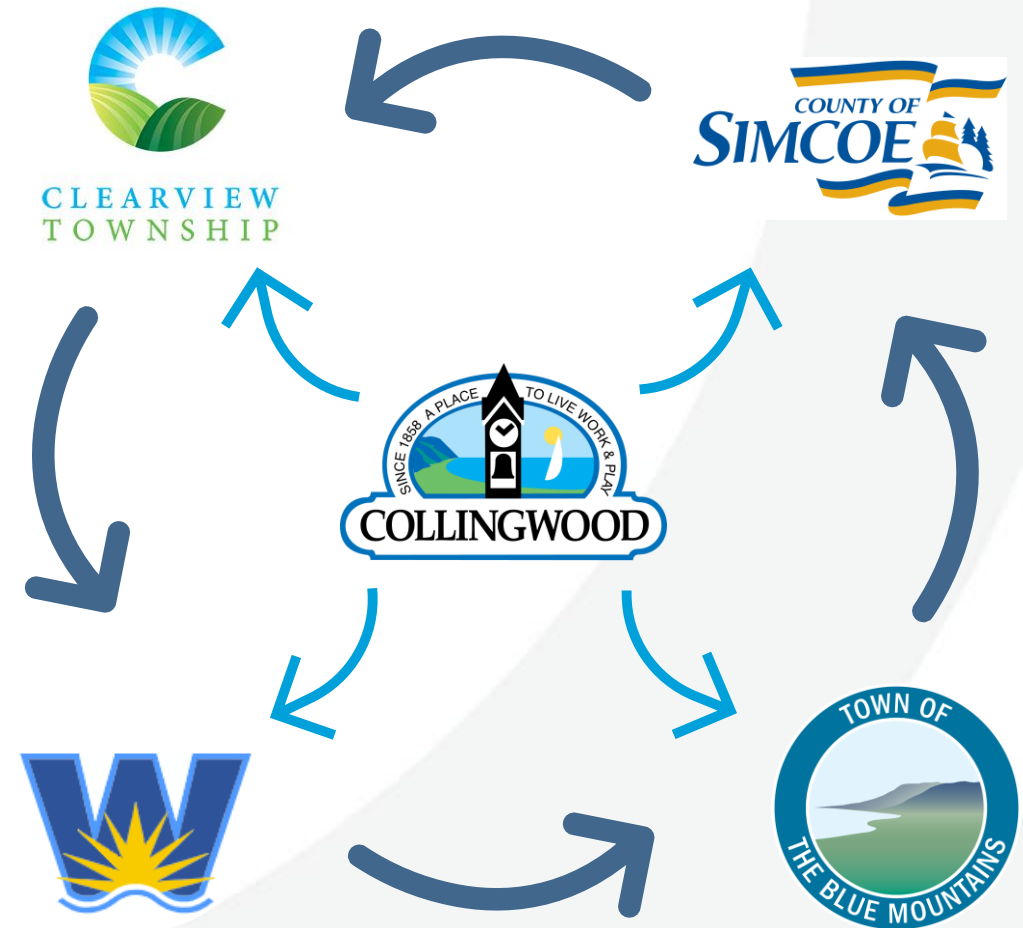
- Pursue options for route expansions/realignments
- Develop and strengthen inter-municipal routes
- Expand On-Demand service to cover more fixed routes
- Continue with existing fixed route service

The MMTP provides these recommendations for the Town to conduct further studies to determine options and analyse their feasibility

Transit Coverage Needs | Coverage Recommendations

Program Recommendations

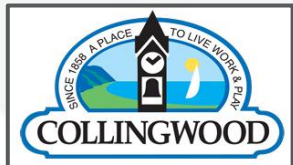
- Develop inter-municipal transit committees to coordinate transit planning issues, examine potential efficiencies and create strategies
- Introduce transit pass programs including:
 - Fare capping
 - Affordable monthly/yearly pass programs built to accommodate the needs of the existing user base



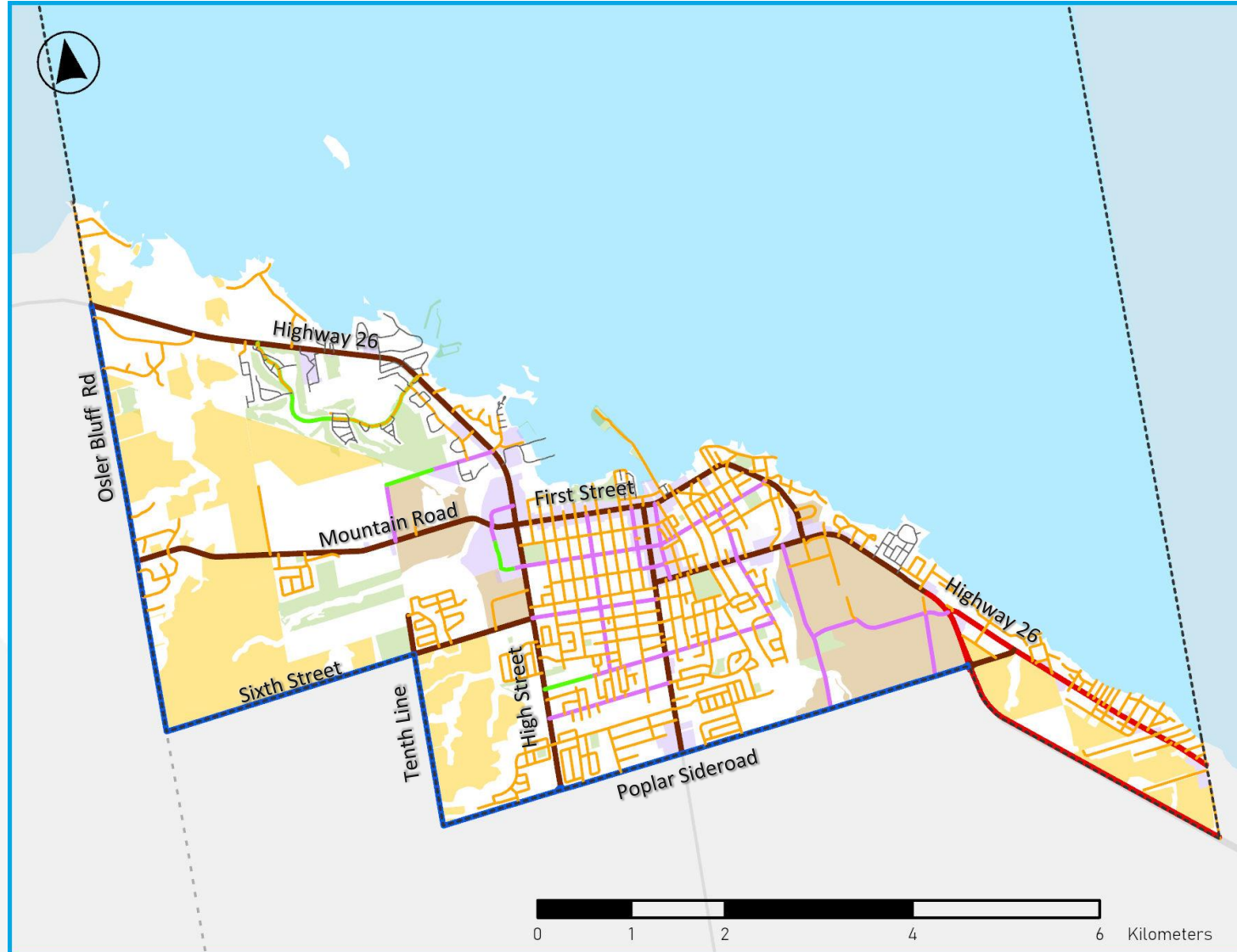
Needs and Opportunities Assessment | Street Network Needs

Street Network Needs

- **Adopt Complete Street Policy**
- **Adopt Community Safety Zone Policy**
- **Improve Network Connectivity and Functionality along Key Corridors**
- **Execute Intersection and Road Upgrades**



Street Network | Road Classification



Main Arterials with High AADT

- Highway 26
- Pretty River Parkway
- Mountain Road
- Hume Street
- Hurontario Street
- Huron Street
- High Street
- First Street
- Sixth Street

Road Classification

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

Street Network | Main Analysis Corridors



- The simulation network included 13 intersections along:

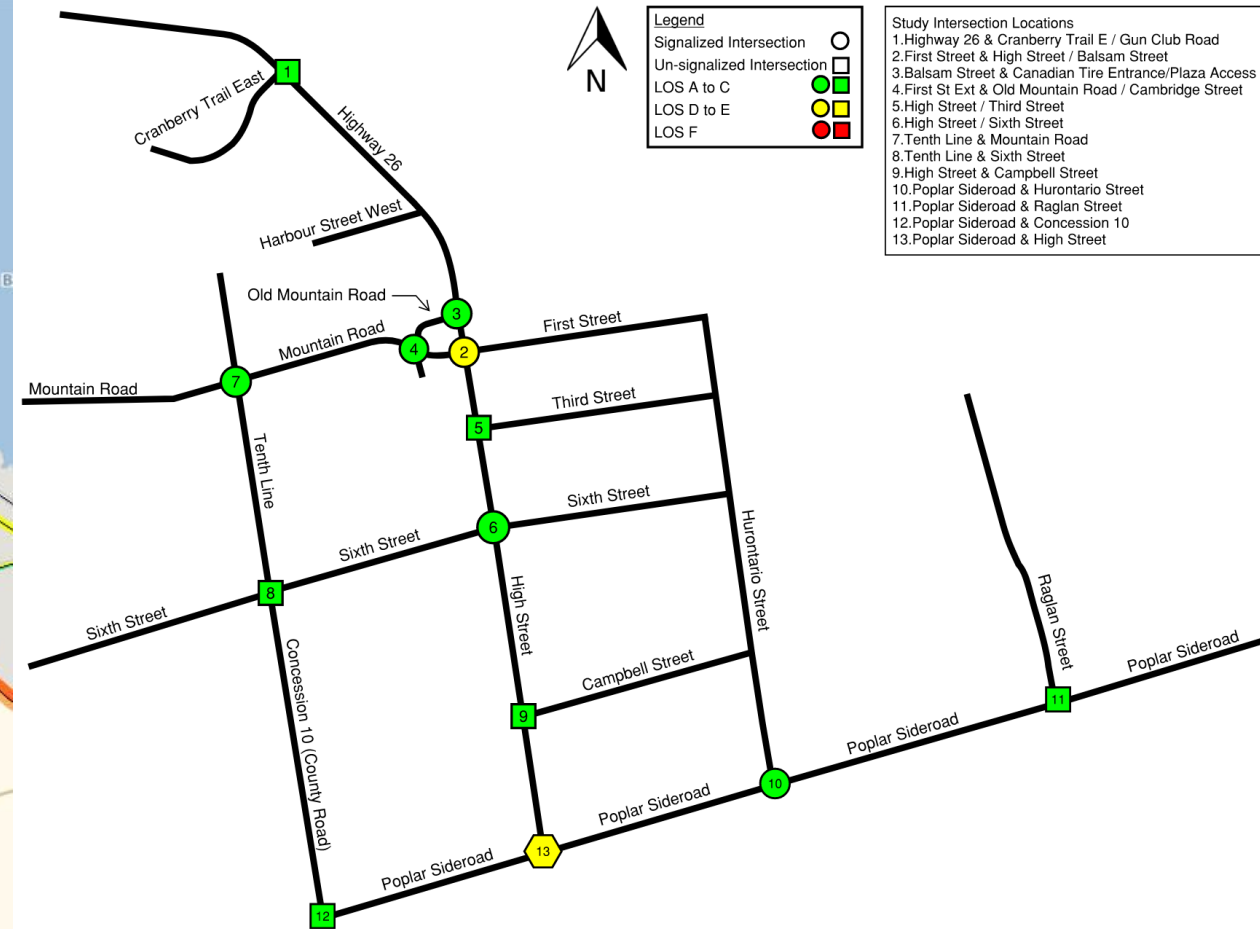
- First Street
- High Street
- Hurontario Street
- Hume Street
- Poplar Sideroad
- Highway 26

Street Network| Existing Conditions



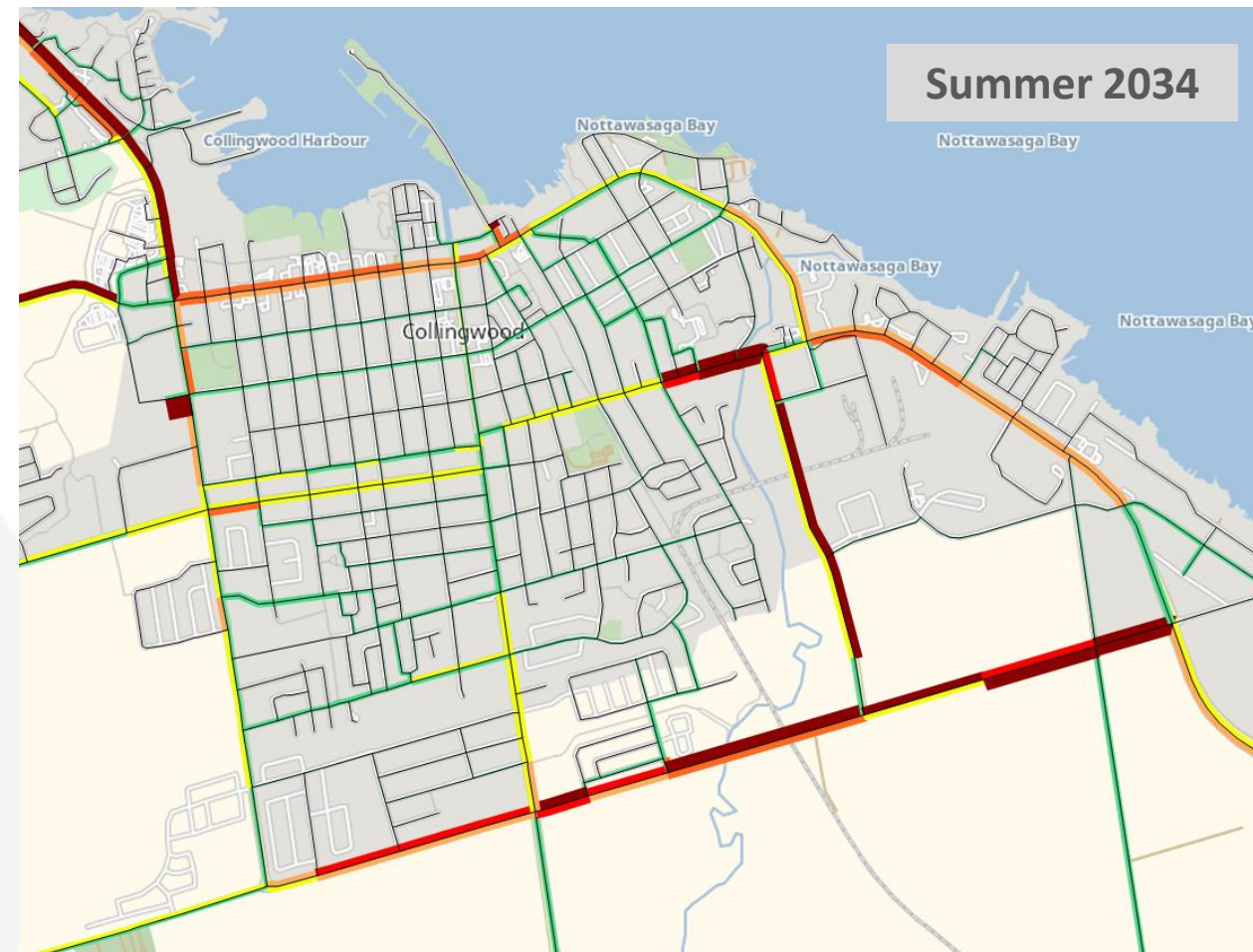
Legend

LOS A 0.00 – 0.51	LOS B 0.51 – 0.70	LOS C 0.71 – 0.80
LOS D 0.81 – 0.90	LOS E 0.91 – 0.99	LOS F 1.00 +



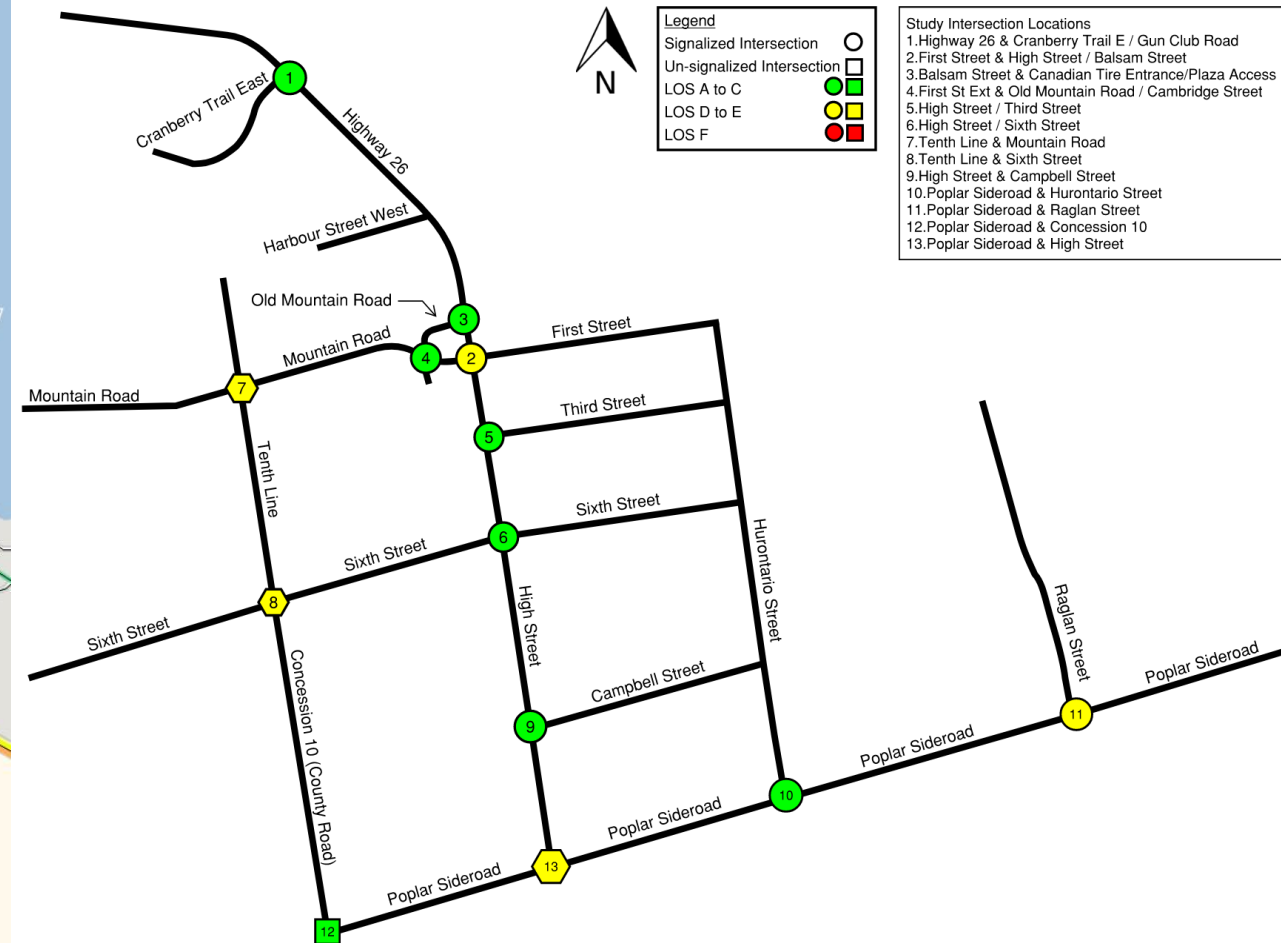
A base travel demand model was created using StreetLight data for the existing street network for the summer and winter seasons

Street Network | Future Conditions (Do Nothing)



Legend

LOS A 0.00 – 0.51	LOS B 0.51 – 0.70	LOS C 0.71 – 0.80
LOS D 0.81 – 0.90	LOS E 0.91 – 0.99	LOS F 1.00 +



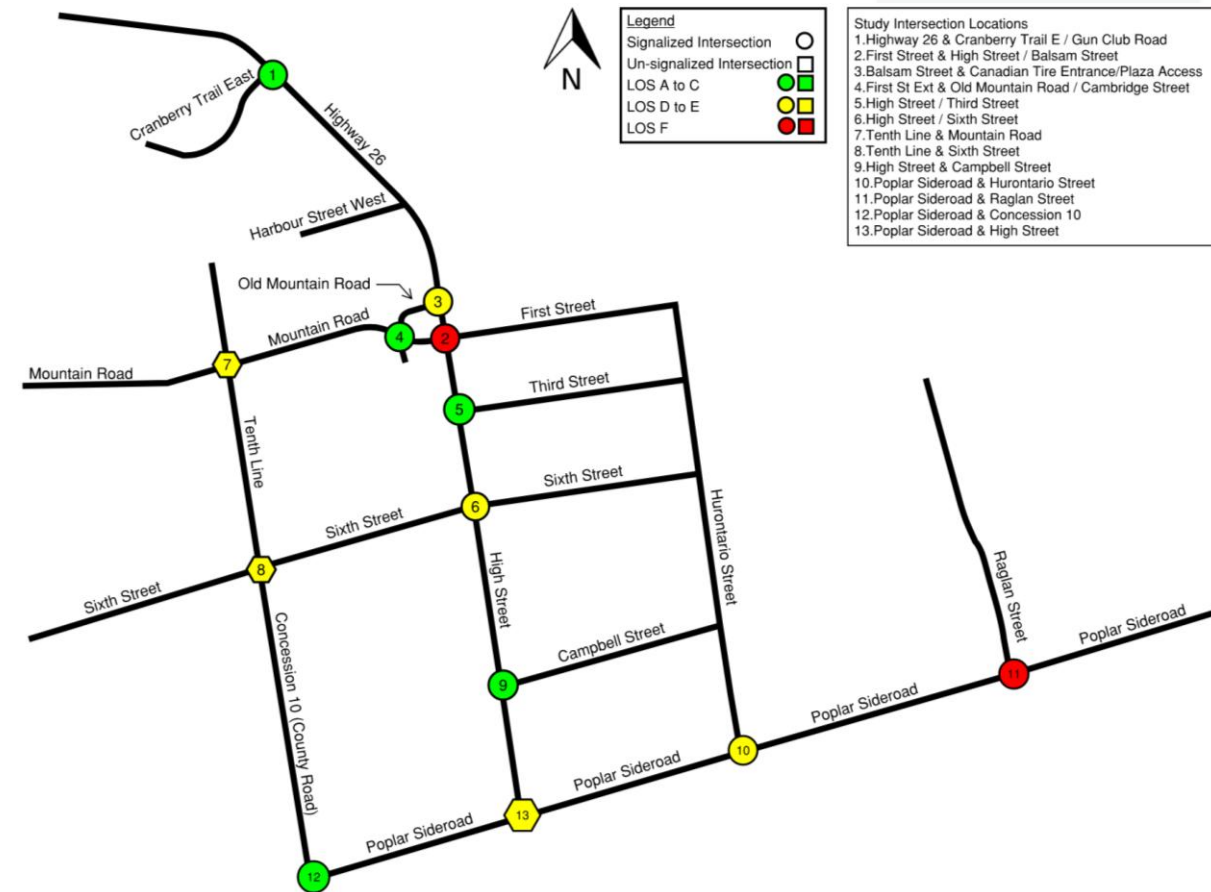
The future models show congestion along the main east-west corridors (Hwy 26/First St and Poplar Sideroad)

Street Network | Future Conditions (Do Nothing)



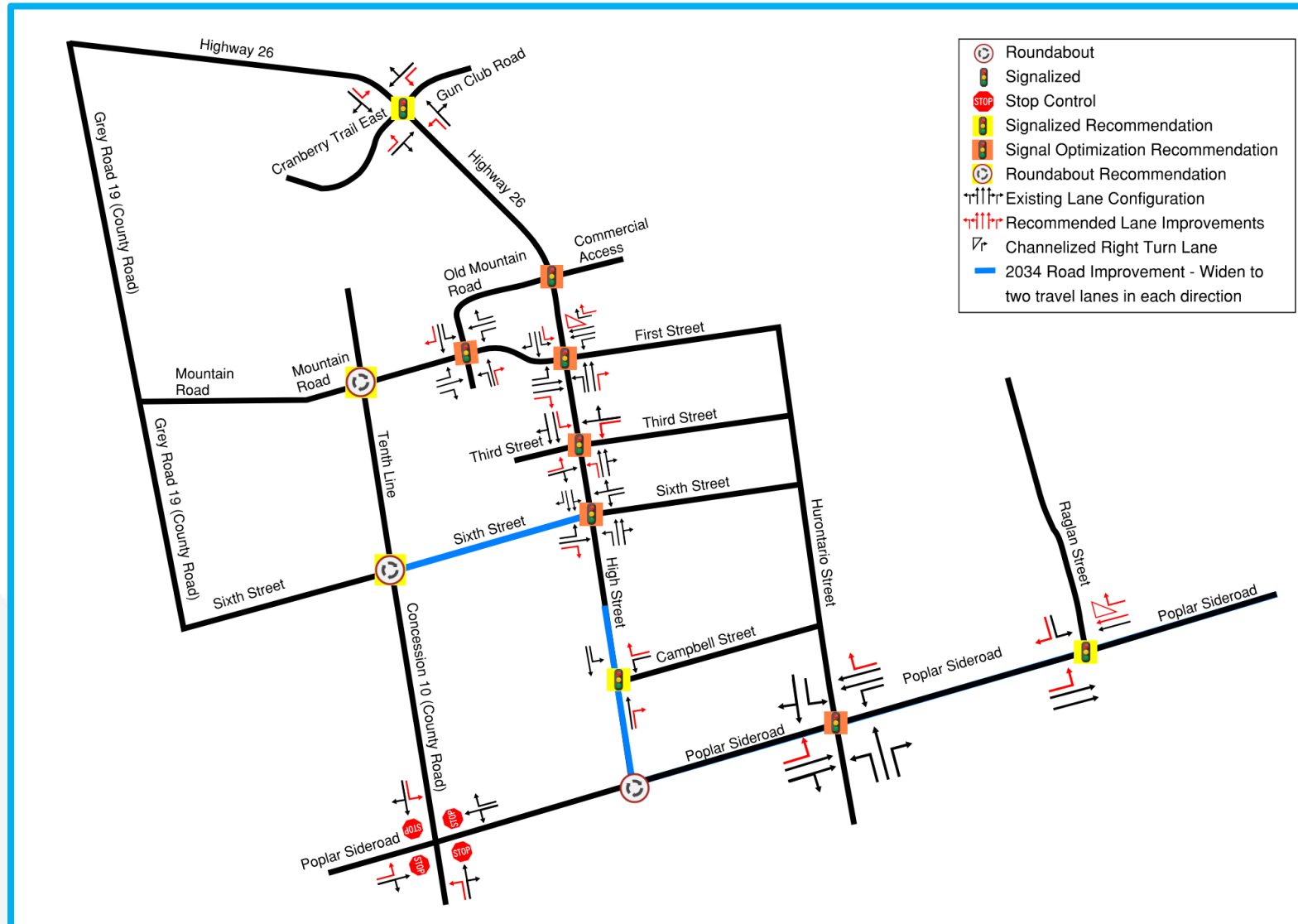
Legend

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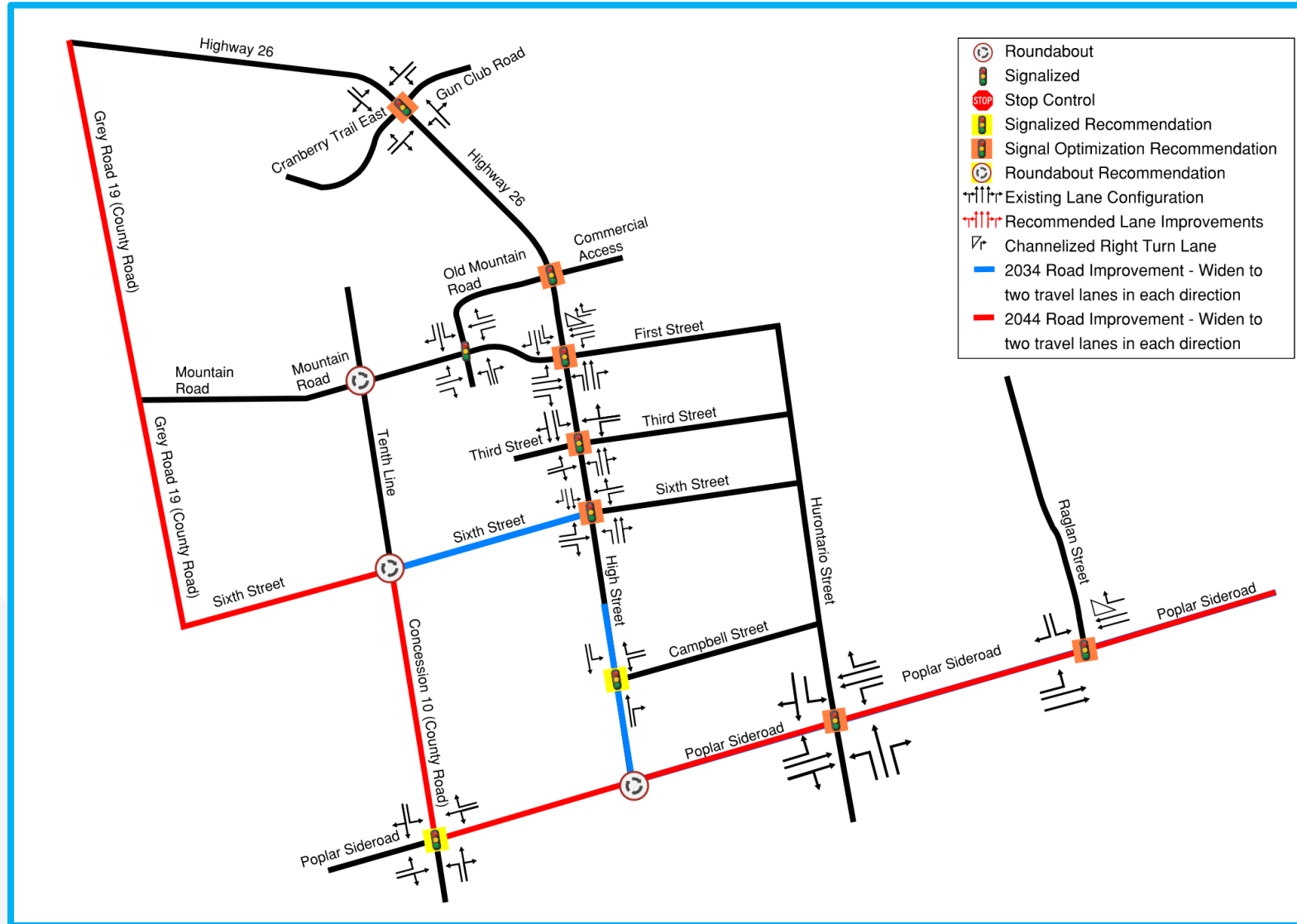
The future models show congestion along the main east-west corridors (Hwy 26/First St and Poplar Sideroad)

Street Network | Proposed Medium-Term Improvements (2034)



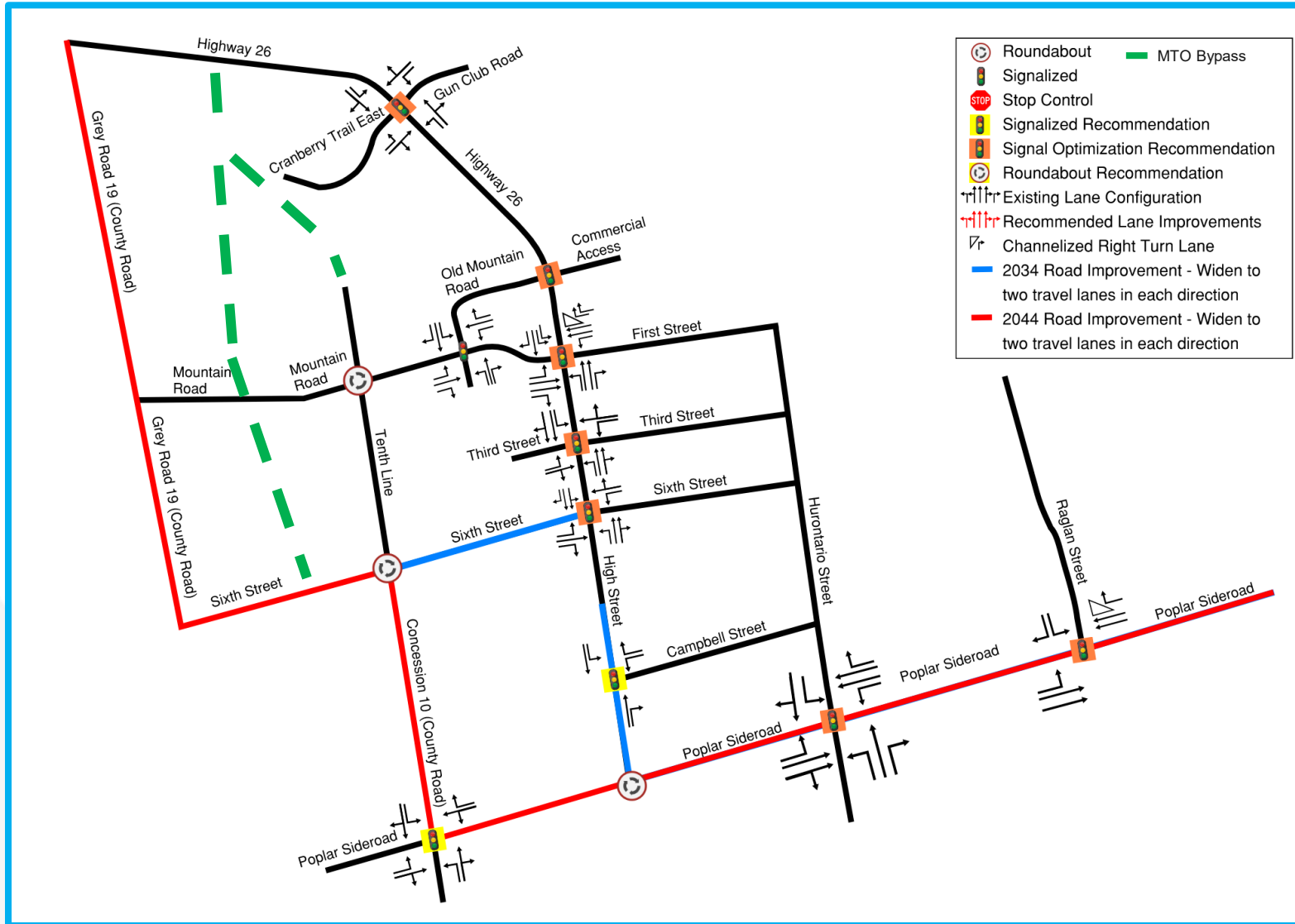
- Roundabout Considerations
 - Mountain Rd & Tenth Ln
 - Sixth St & Tenth Ln
- Signalization Considerations
 - Hwy 26 & Cranberry Trail E
 - High St & Campbell St
 - Poplar Sideroad & Raglan St
- Intersection modifications at all recommended signalized intersections

Street Network | Proposed Long-Term Improvements (2044)



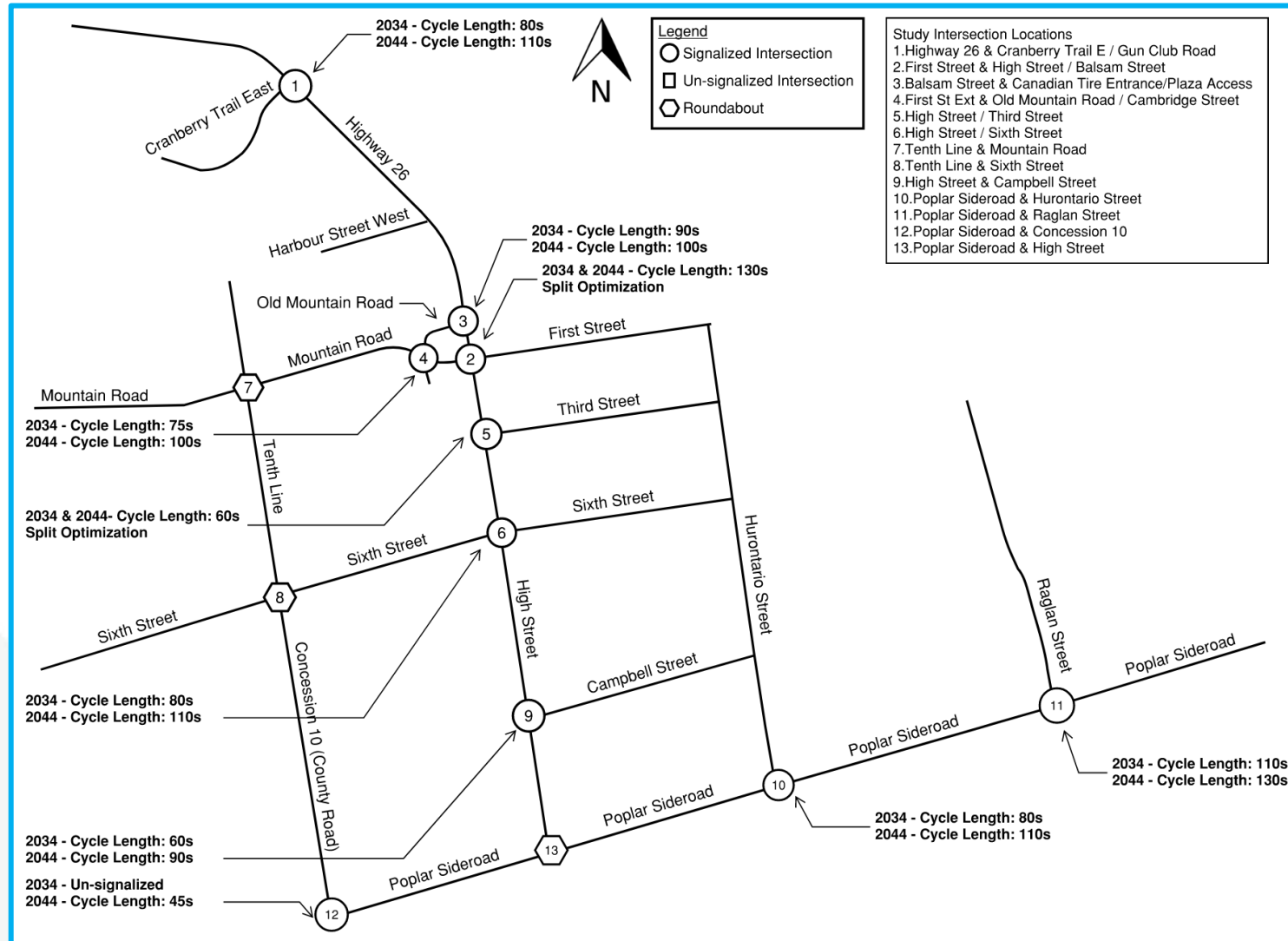
- Signalization Considerations
 - Concession 10 & Poplar Sideroad
- Road Improvements
 - Sixth Street
 - Grey Road 19
 - Concession 10
 - Poplar Sideroad

Street Network | Ultimate Network (Beyond 2044)



- **Signalization Considerations**
 - Concession 10 & Poplar Sideroad
- **Road Improvements**
 - Sixth Street
 - Grey Road 19
 - Concession 10
 - Poplar Sideroad
- **MTO Bypass**
 - Potential Future Bypass Route
 - Alignment and Schedule TBD
 - Controlled through the MTO

Street Network | Proposed Signal Timing Optimization

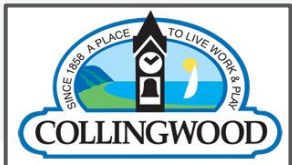


- Signal Optimization Intersections
 - Hwy 26 & Cranberry Trail E
 - First St & High St
 - Balsam St & Canadian Tire Entrance/Plaza Access
 - Mountain Rd & Old Mountain Rd
 - High St & Third St
 - High St & Sixth St
 - High St & Campbell St
 - Poplar Sideroad & Concession 10
 - Poplar Sideroad & Hurontario St
 - Poplar Sideroad & Raglan St

Closing Statements

Next Steps

- 1 Respond to Comments from Stakeholder Engagement and Public Meetings
- 2 Complete Stage 2 Report
- 3 Finalize Recommendations and Implementation List
- 4 Stakeholder Review
- 5 Council Review



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:

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