



# Simcoe County Community Transportation Initiatives

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# Presentation Overview

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- Introduction and Background information
- County Transit Feasibility and Implementation Study
  - Benefits of Transit
  - Challenges of Transit
  - Identified Need for Transit
  - Consultation Process
  - Proposed Short-term Service Network
- Community Transportation Link: CT Link
  - Outcomes
- Question & Comments

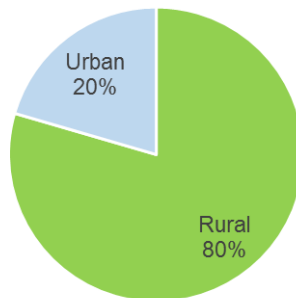


# County of Simcoe

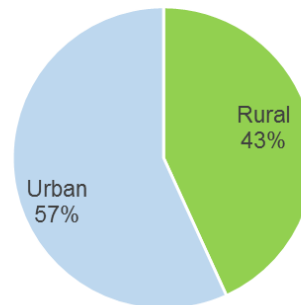


- 4,841 sq. km.
- 16 member municipalities
- Barrie and Orillia are separated cities – (Single Tier Municipalities)
- First Nations
- Federal Government – CFB Borden

% of Land Area

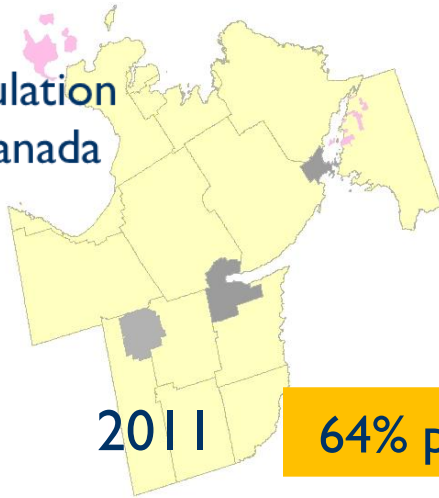


% of Population

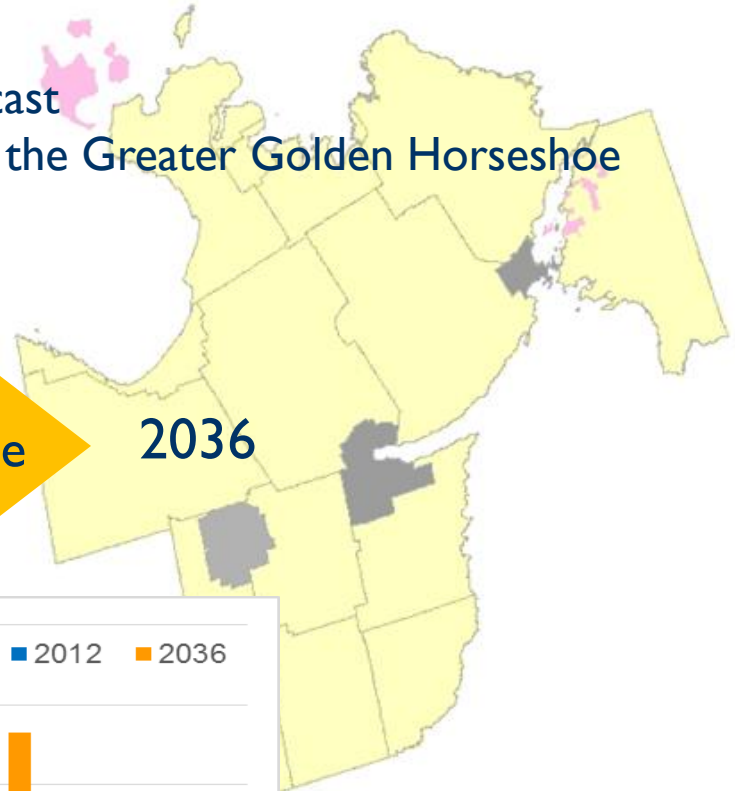


# Expected Growth

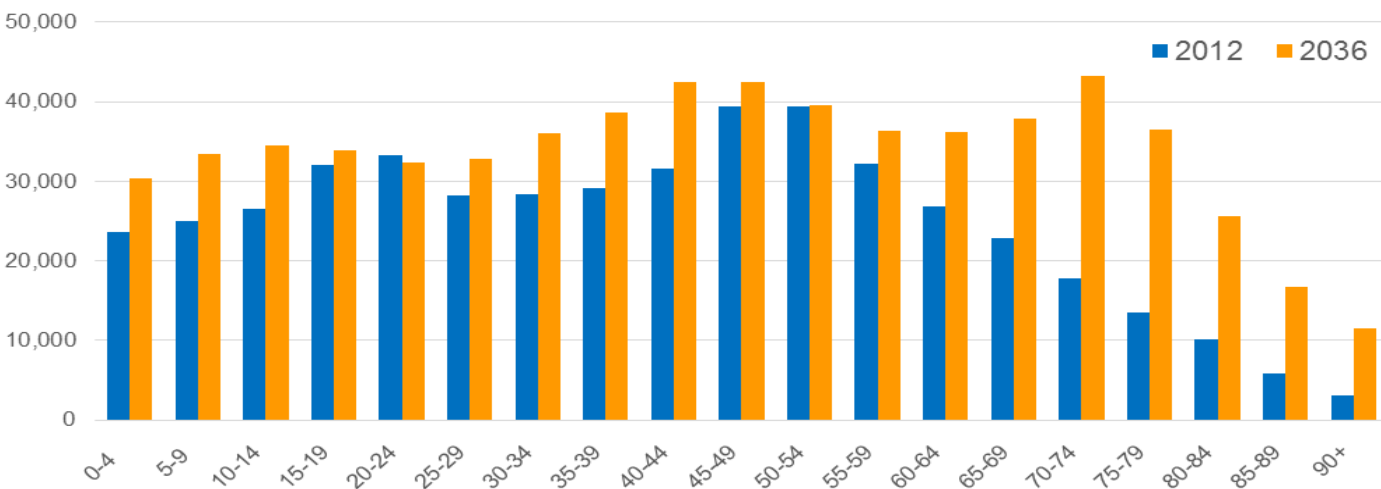
2011 Population  
Census Canada  
277,262



Population Forecast  
Growth Plan for the Greater Golden Horseshoe  
456,000



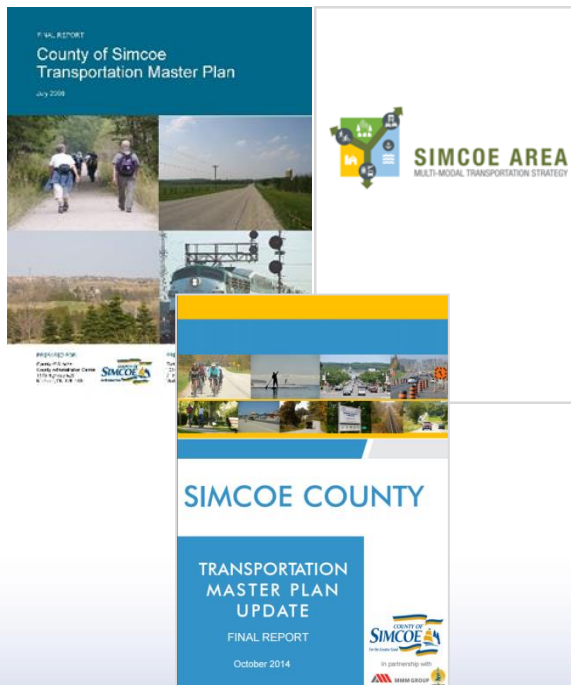
64% population increase



# Transportation in Simcoe County



- **Recent transportation plans and their findings**
  - Auto oriented communities
  - Limited alternative options to travel between major communities



- **County of Simcoe Transportation Master Plans 2008 & 2014**
  - Identified transit as a priority to achieve increased modal share
- **Ontario Ministry of Transportation Simcoe Area Multimodal Transportation Strategy**
  - Identified the current challenge in the transportation network is not only about capacity and demand, but the lack of choice
  - Recommended expansion of transit services



# County Transit Assistance program



- Since 2009, the County has committed to cost share Transit costs with local municipalities on a 50/50 basis.
- To date the County has committed \$600,000 toward local municipal transit assistance initiatives.



# Benefits for County-wide transit



Promote independent living



Provide affordable transportation options



Supports greater travel opportunities



Supports County growth, transport, environmental policies



Expand economic opportunities



Supports other County initiatives

# Supports other County Initiatives



- Ontario Works Bus Pass program
- County's Age-Friendly Communities project
- Community Transportation (CT) Link
- Reduce the costs of providing non-urgent ambulance transport
- County's Trails strategy and the Cycle Simcoe initiative.



**Building An Age-Friendly Simcoe County**

**Public Consultations**

County of Simcoe is holding a series of public consultations throughout September to gain further input from residents and stakeholders about the age-friendliness of our communities. The consultations will serve as a final step in the Age-Friendly Community Initiative's public engagement process.

<b>Alliston</b> September 17, 2016 2:00pm - 5:00pm Maitland Community Centre 200 Main St., Alliston, Ontario	<b>Orillia</b> September 15, 2016 2:00pm - 4:00pm Orillia Legion - Wine Lounge 200 West Beaver St., Orillia, Ontario
<b>Collingwood</b> September 16, 2016 10:00am - 12:00pm Sunset Manor 65 Spadina, Collingwood, Ontario	<b>Penetanguishene</b> September 16, 2016 2:00pm - 4:00pm Georgian Village 171 Main St., Penetanguishene, Ontario

Attendees will learn more about how communities worldwide are being made friendlier for aging residents, and have the opportunity to provide additional input into local research on priorities for continuing improvement that were identified within the eight World Health Organization's Age-Friendly Dimensions: housing, outdoor spaces, transportation, communication, respect, social participation, employment, and community and health services.

Consultation sessions will be audio and video recorded.



# Challenges for Simcoe County



- Small and rural Canadian communities face challenges providing transit services
  - Disbursed population
  - Large geography
  - Determine suitable approaches to planning for transit and the range of solutions appropriate for providing transit is broader for small communities



# Identified need for Transit

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## June 3, 2014 Council Strategic Session Minutes

- long-term benefits of transportation links between communities, ie. accessibility to services; employment.
- opportunities for expanding existing services and for developing partnerships in creating community linkages.
- opportunity for the County to have a leadership role - "for the greater good".
- important to initiate a feasibility and implementation study to identify existing public transportation capacity, partnerships and opportunities.
- County staff, in consultation with Steer Davies Gleave initiated the Transit Feasibility and Implementation Study in January 2015.
- The study process is comprised of three interim reports.



# Study Objectives



- Support transit initiatives in and between smaller urban communities and the larger centres



- Address the needs of vast rural areas and spread out geographically



- Determine the feasibility and develop a practical and realizable plan for transit



# Consultation

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- Two rounds of consultation - June 2015 and November 2015
  - 8 public information sessions
    - Alliston
    - Bradford
    - Coldwater
    - Midhurst (2)
    - Midland
    - Penetanguishene
    - Stayner
  - 2 stakeholder meetings - approximately 30 agencies and organizations represented
  - 5 Transit Advisory Committee (TAC) Meetings – municipal and private sector representatives
- The purpose of the TAC, public information sessions and stakeholder consultation was to seek feedback on the draft service types and concept and to identify and prioritize the objectives of the proposed service options

# What we've heard in the community

**Much needed**

**Limited connection**

**Promote environmental sustainability**

**Rural transit a priority too**

**Increase economic competitiveness**

**Few people will use it**

**Need for cost-effective transit solutions**

**Prefer my car**

**Support travel for youth**

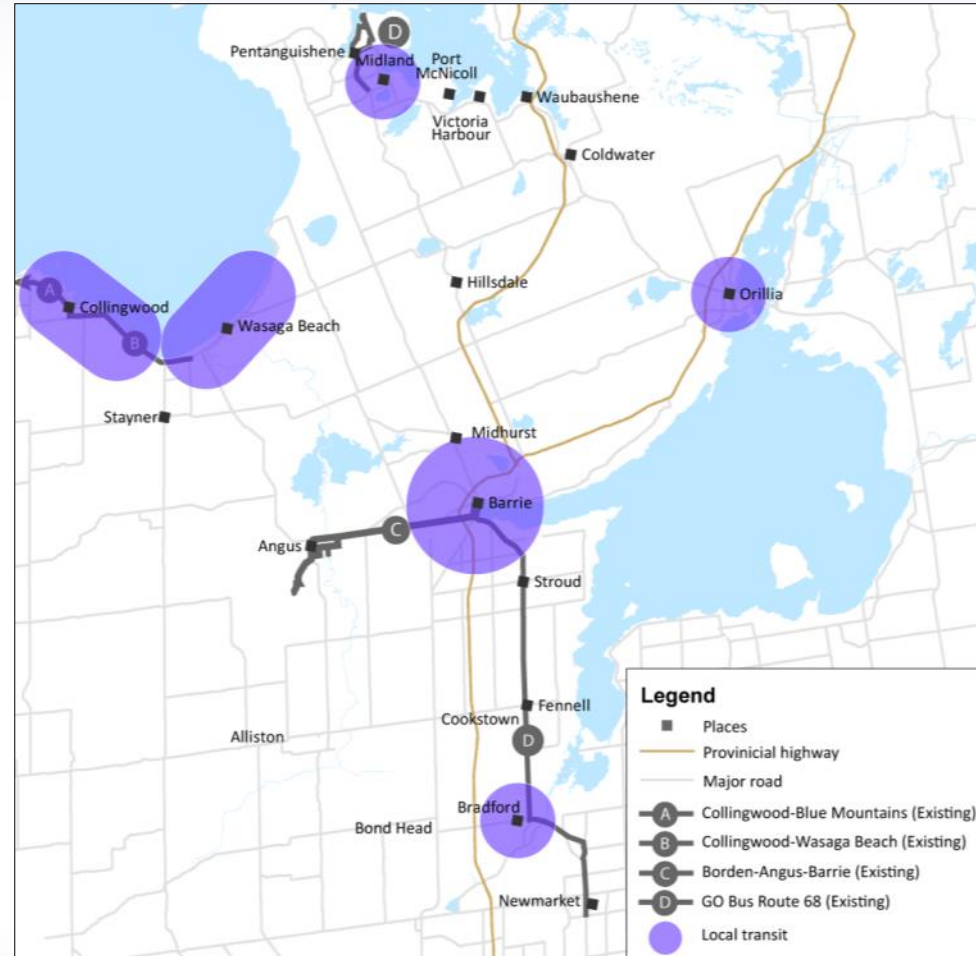
**Need to accommodate seniors and aging in place**

**Do not want additional tax obligations**

**Fares need to be affordable!**

# Transit in Simcoe County

- Transit has grown organically but is left partly disjointed
- Transit services currently operating:
  - Local transit services
  - Intra-hub transit services
  - GO Transit (bus and rail)
  - Inter-city bus services (limited private service)



# Service Design - what we heard

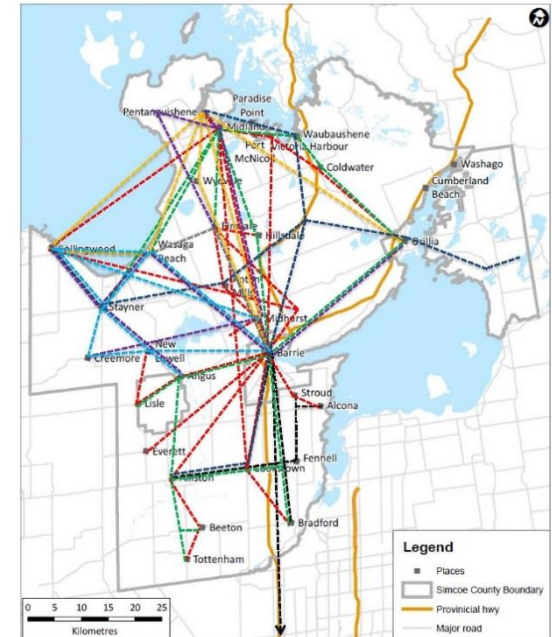


- Connections to key trips attractors (health, educational, commercial, recreational, employment) should be prioritized when deciding exact routing
- Routes should be direct in areas without local transit, but be more coverage-orientated in mid-sized communities without local transit
- Small communities along the route should have stops, as the time saved by not stopping would be minimal

## DETAILED FEEDBACK – WORKSHEETS

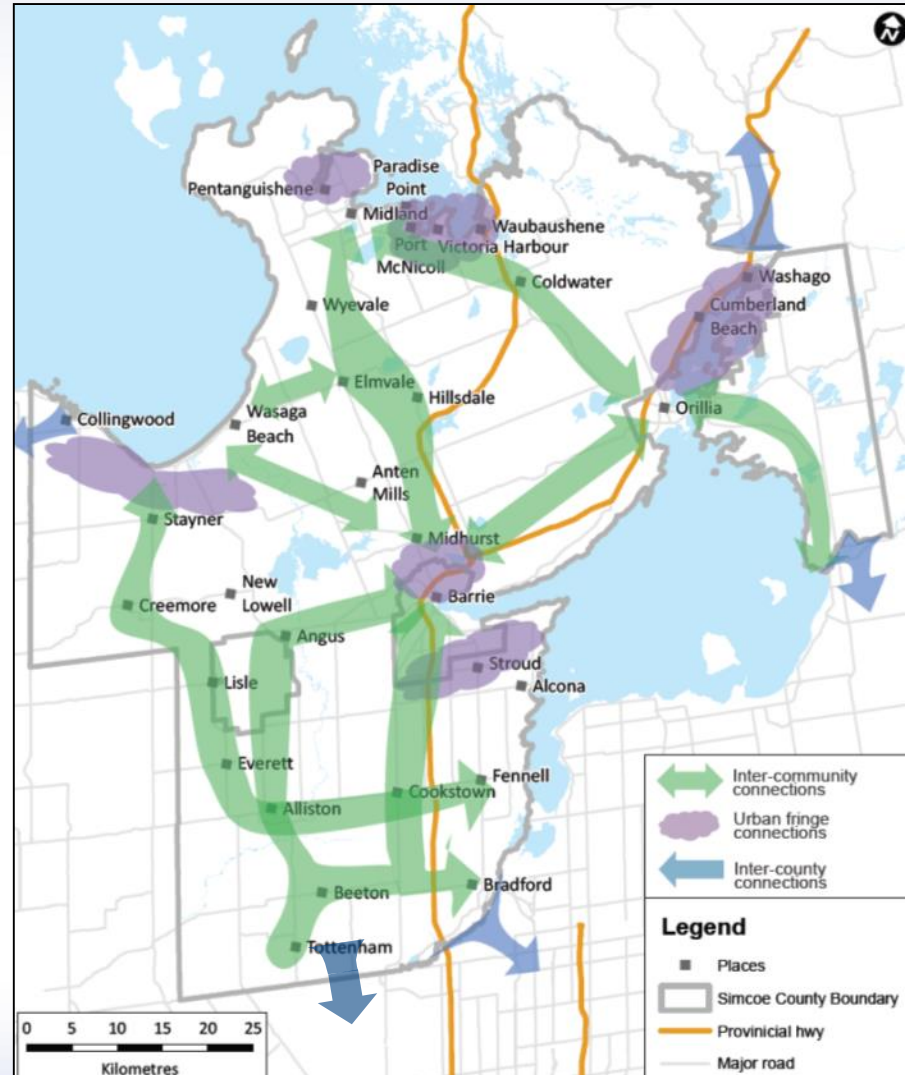
### Inter-Municipal Trips

Participants were asked to map the trips they take on a regular basis by drawing lines on a map contained in the worksheet. The map below contains an amalgamation of all trips indicated by participants on worksheets collected at each of the PICs, at a stakeholder meeting that was held between the afternoon and evening PICs in Midhurst, and from the online survey as follows: **Stayner, Bradford, Midhurst (Afternoon), Midhurst (Stakeholder Meeting), Midhurst (Evening), Penetanguishene, Coldwater, and online.**



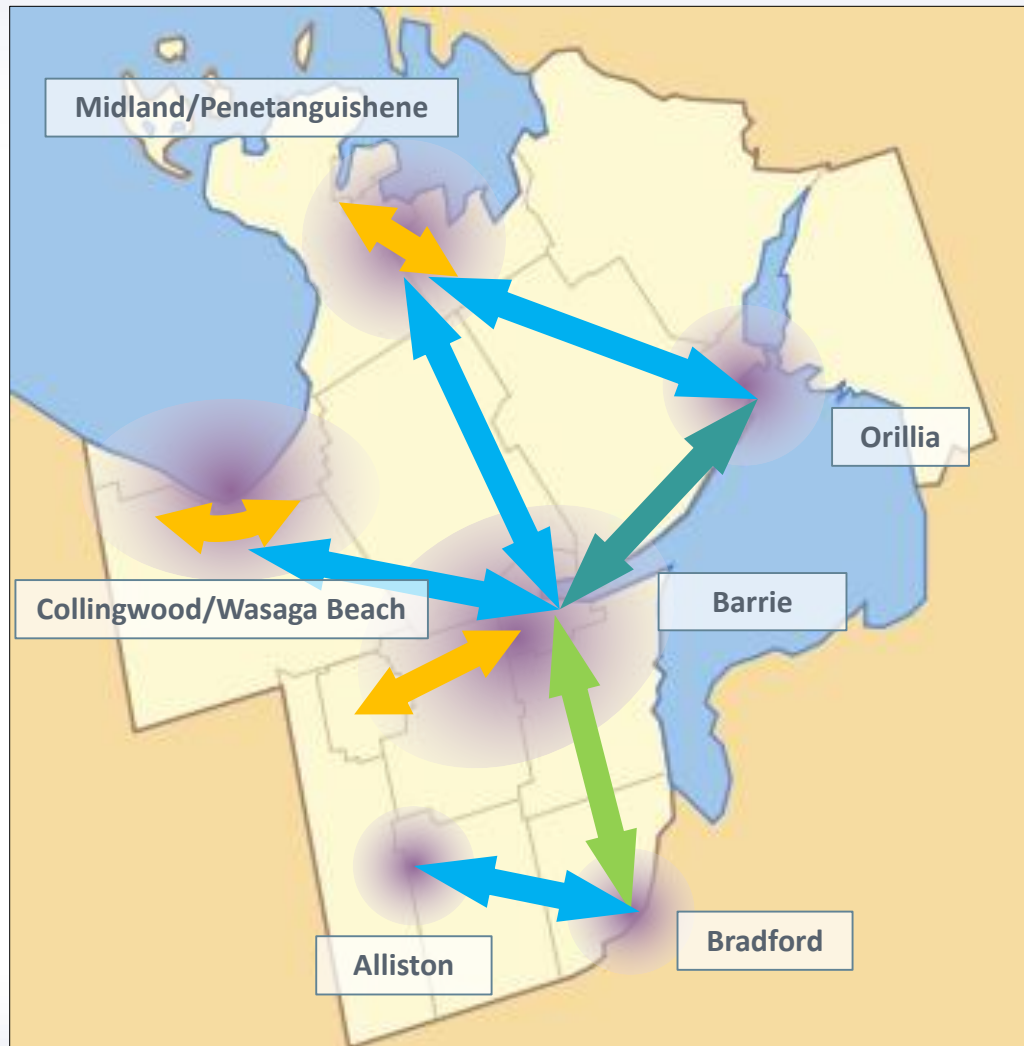
# Service Network concept





- Identified a 'long list' of cross-border connections in the County
- Assessed overall travel patterns to identify the relative levels of ridership



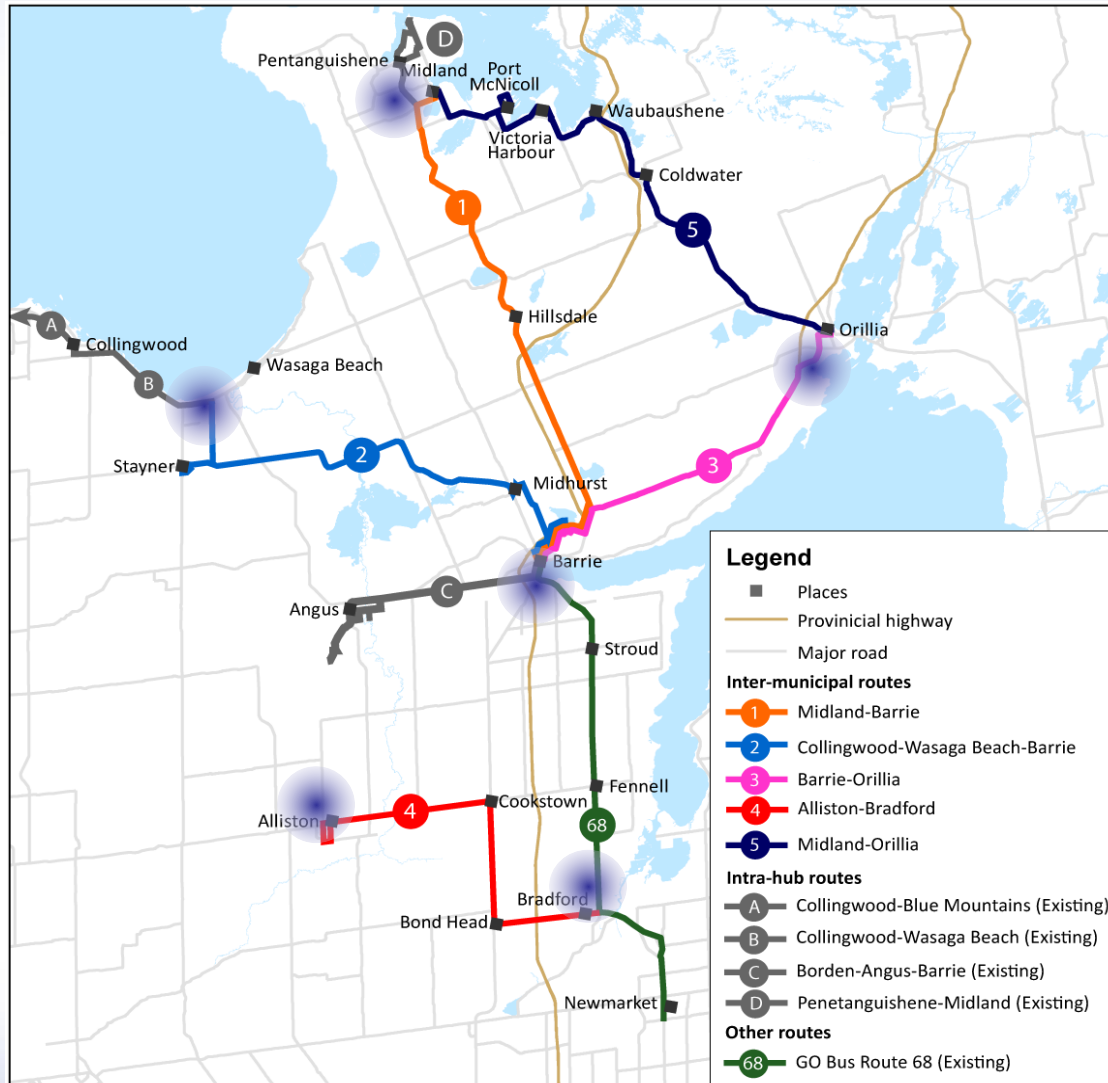


# Proposed Short-term Network Concept



- Classified the connections into four different types:
  -  Inter-municipal connections (Long distance)
  -  Intra-hub connections (Short distance)
  -  Barrie-Orillia connection
  -  County hub areas
  
- Identified existing connections and connections that are proposed in the short term

# Proposed Short-term Service Network



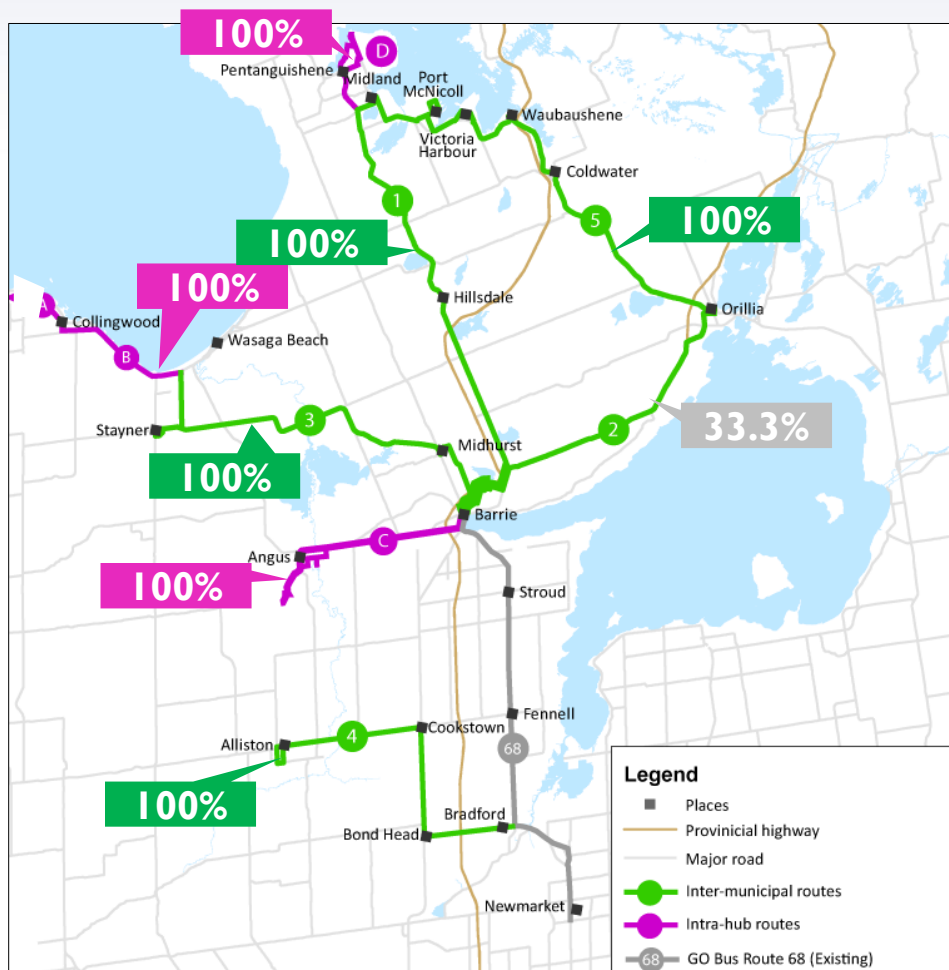
Including existing intra-hub transit services within the County of Simcoe



# Financial structure

## FULL RESPONSIBILITIES – OPTION 2A

including Barrie - Orillia



	County responsibility	Local municipal responsibility
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### Inter-municipal services (except Barrie-Orillia)

Capital expenses	100%	0%
Operating expenses	100%	0%
Fare revenue	100%	0%

### Intra-hub services (excluding BlueMt-Collingwood)

Capital expenses	100%	0%
Operating expenses	100%	0%
Fare revenue	100%	0%

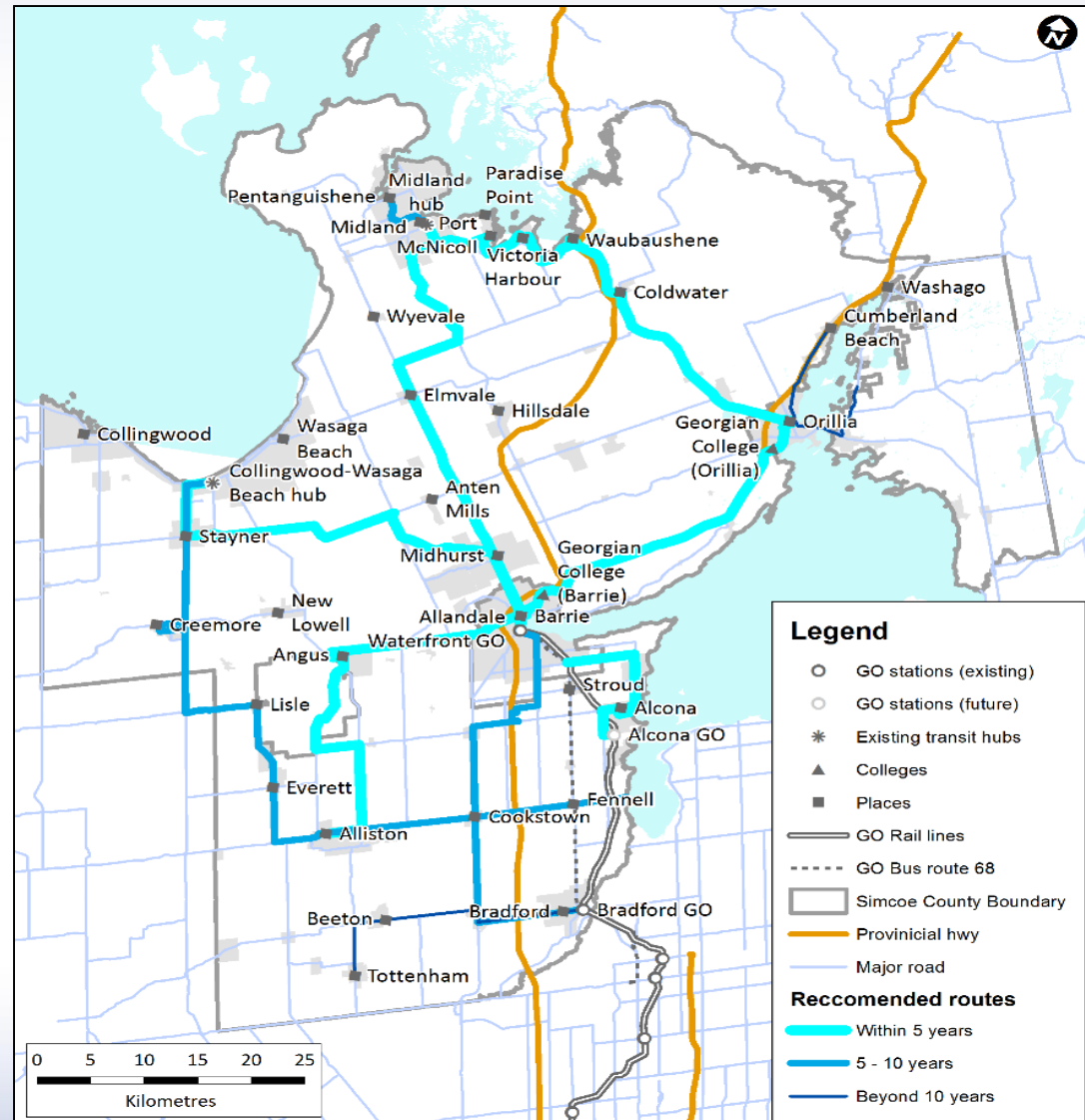
### Barrie-Orillia connection

Capital expenses	33.3% *
Operating expenses	
Fare revenue	

**\* To be determined**  
**Special consideration required**  
**between County, Barrie, and Orillia**

# Next 5 – 10 years

- It is recommended that refinements of the short term service plan be evaluated on an on-going basis
- Year 5 implement detailed service designs for the connections identified within the 5-10 year timeline



# Community Transportation Portal: CT Link



• community • transportation • link

### # Booked



## Project Successes

- Building up trust and collaboration across the system
  - Beyond just the portal
- Learning from each other
- Client-centred
- County support

## Lessons Learned

- Time
- Communication
- Team Expertise



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- Questions and Discussion

