

Road Network Improvements Evaluation - Issue 1: Increasing traffic is projected south of Tottenham from 3rd Line to Highway 9.

Potential Road Improvement Projects addressing the 6 Key Issues were evaluated against the **Evaluation Criteria** to identify which projects to carry forward for further assessment. Road reconstruction typically improves road capacity and/or safety by rebuilding the road base and updating road geometry to current standards if required.

Need for Improvement	Alternative Solutions	Improve Transportation Service	Support Policy Environment	Maintains Affordability	Protect the Natural Environment	Improve the Socio-Economic Environment	TMP Recommendation	Longer-Term Recommendation
Increasing traffic is projected south of Tottenham from 3 rd Line to Highway 9. Note: Long-term project, beyond 2031 identified in Simcoe County TMP.	1A) Simcoe County project to widen County Road 10 from 2 to 4 lanes from 3 rd Line to Highway 9. Note: Long-term project, beyond 2031 identified in Simcoe County TMP.	Widening improves vehicular efficiency on County Road 10 – 1400 peak hour vehicles use the roadway with the widening, 900 without.	Supports provincial and County policies. Town policy – road widening in Oak Ridges Moraine (ORM) only allowed where there is no reasonable alternative.	The widening includes an at-grade rail crossing, a bridge/culvert at a water crossing, and potential utility impacts.	Widening will impact the natural environment within the Oak Ridges Moraine (ORM), but provide opportunities to add active transportation facilities.	Widening will impact adjacent properties on County Road 10, but minimize traffic growth on parallel routes.	A network solution to improve parallel corridors to County Road 10 (i.e. Alternative 1B - 10 th Sideroad and 15 th Sideroad) can serve projected growth in traffic while mitigating cost and environmental impacts.	County of Simcoe may reconsider Alternative 1A in a future update of the Simcoe TMP.
	1B) Reconstruction ¹ of parallel roadways (10 th Sideroad and 15 th Sideroad) from 3 rd Line to Highway 9.	Improving 10 th Sideroad and 15 th Sideroad provides alternative routes for traffic, creates network resiliency, addresses future traffic congestion, and creates opportunity to add paved shoulders for active transportation. Signalized intersections at Highway 9 should be considered.	Supports provincial and County policies. Reconstruction of existing roads mitigates impacts on ORM.	Road reconstructions may have similar capital costs, but longer-term maintenance costs may be reduced with improved pavement structure to handle increased traffic.	Reconstruction of existing roads mitigates impacts on ORM while creating opportunity to support sustainable travel modes.	Reconstruction of existing roads will mitigate property impacts, but impact residents on parallel routes through higher traffic levels.	Alternative 1B is carried forward. Town to advance improvements to 10 th Sideroad and 15 th Sideroad for further study including potential traffic signals at Highway 9.	n/a

Issue 2: Minimize traffic and trucks passing through Tottenham on Queen Street from 5th Line to 3rd Line.

Need for Improvement	Alternative Solutions	Improve Transportation Service	Support Policy Environment	Maintains Affordability	Protect the Natural Environment	Improve the Socio-Economic Environment	TMP Recommendation	Longer-Term Recommendation
Minimize traffic and trucks passing through Tottenham on Queen Street from 5 th Line to 3 rd Line.	2A) Simcoe County project to construct Tottenham Bypass - new 4 lane road west of Tottenham, between 3rd Line and 5th Line. Note: Long-term project, beyond 2031 identified in Simcoe County TMP.	With the bypass, traffic on Queen Street is reduced by only 36% - thus the majority of traffic on Queen Street is unlikely to divert to the bypass.	Identified in the Simcoe County TMP as an improvement beyond 2031, but does not support Provincial Policy Statement 1.6.7.1 - increases travel distance without strong justification.	Construction would be a significant capital investment as the new road corridor would be constructed through environmentally sensitive areas; also requires several new bridges/culverts crossing at least 7 water courses in the area.	Environmental impacts would occur to ORM, at least 7 water crossings, Tottenham Conservation Area, Coventry Park, and the forest by the Woodington Lake Golf Club. An increase travel distances for through traffic resulting in increase in emissions.	The bypass serves longer-distance trips and supports goods movement, but impacts at least 20 properties and agricultural lands on the west side of Tottenham.	A network solution to improve parallel corridors to County Road 10 (i.e. Alternative 2B - 10 th Sideroad and 15 th Sideroad) can serve projected growth in traffic while mitigating cost and environmental impacts.	County of Simcoe may reconsider Alternative 2A in a future update of the Simcoe TMP.
	2B) Reconstruct parallel corridors (10 th Sideroad and 15 th Sideroad) from Highway 89 to 3 rd Line.	Improving 10 th Sideroad and 15 th Sideroad provides alternative routes for traffic, creates network resiliency, addresses future traffic congestion, facilitates transit service on 10 th Sdrd, and creates opportunity to add paved shoulders for active transportation.	Supports provincial and County policies. Reconstruction of existing roads mitigates impacts on ORM.	Road reconstructions may have similar capital costs, but longer-term maintenance costs may be reduced with improved pavement structure to handle increased traffic.	Reconstruction of existing roads mitigates impacts on ORM while creating opportunity to support sustainable travel modes.	Reconstruction of existing roads will mitigate property impacts, but impacts residents on parallel routes through higher traffic levels, including residents on 10 th Sideroad through Beeton.	Alternative 2B is carried forward. Town to advance improvements to 10 th Sideroad and 15 th Sideroad for further study.	

Issue 3: Increasing growth in east-west traffic on Victoria Street in Alliston, from CPR tracks to Sir Frederick Banting Road.

Need for Improvement	Alternative Solutions	Improve Transportation Service	Support Policy Environment	Maintains Affordability	Protect the Natural Environment	Improve the Socio-Economic Environment	TMP Recommendation	Longer-Term Recommendation
Increasing growth in east-west traffic on Victoria Street in Alliston, from CPR tracks to Sir Frederick Banting Road.	3A) Widen Victoria Street from 2 to 4 lanes from CPR Tracks to Sir Frederick Banting Road. Note: Identified in Town's Development Charges Study	Widening to 4 lanes will improve vehicular traffic flow for local and provincial traffic, but future traffic projections do not warrant a widening (650 peak direction, peak hour vehicles), and physical constraints limit available space for active transportation.	The widening was identified as part of the Town's Development Charges Study, but limited available ROW width limits ability to implement safe active transportation facilities.	The widening will require significant capital investment. Commercial and residential properties on both sides of the corridor may be impacted and additional ROW may need to be acquired.	Limited ROW in some sections may mean that a 4-lane widening would reduce space for active transportation infrastructure. Road widening could impact the forest on the north of Victoria Street (south of the Boyne River).	Widening will impact at least 50 adjacent properties, including Union Cemetery and forest located at the west end of the corridor. Properties with access to Victoria Street would be severely impacted.	Alternative 3A is screened out. Traffic flow can be maintained with operational improvements	
	3B) Implement active transportation facilities on Victoria Street from CPR tracks to Sir Frederick Banting Road.	Focus improvements on dedicated pedestrian and cyclist facilities.	Active transportation improvements support provincial, County, and Town policy direction.	Active transportation facilities requires less capital construction, property acquisition, and maintenance costs.	Active transportation facilities support sustainable travel and minimize environmental impacts.	Minimizes property impacts, promotes sustainable transportation and healthy, active living.	Alternative 3B is carried forward as a Schedule A+ project.	
	3C) Construct new arterial road north of Alliston from King Street to County Road 10.	New roadway will provide a continuous alternate route to Victoria Street for all modes including about 500 vehicles in the peak hour. Roadway is outside of current settlement area boundary but could serve potential new development if the settlement area boundary is expanded to the north.	New road passes through Environmental Protection 2 area, but otherwise may support development and efficient movement of people and goods.	New roadway through greenfield and potential development lands may be costly but would be required to support development.	New road passes through Environmental Protection 2 area. Opportunity to create continuous, safe active transportation facilities at northern boundary of Alliston.	New road will offload Victoria Street while supporting new development. Residential homes along Boyne Street may be impacted.	Alternative 3C is screened out at this time.	Alternative 3C is recommended for future consideration as a transportation corridor if the settlement area boundary is expanded to the north.

Issue 4: Address traffic operations issues at Victoria Street, King Street, and Young Street in Alliston.

Need for Improvement	Alternative Solutions	Improve Transportation Service	Support Policy Environment	Maintains Affordability	Protect the Natural Environment	Improve the Socio-Economic Environment	TMP Recommendation	Longer-Term Recommendation
Address traffic operations issues at Victoria Street, King Street, and Young Street in Alliston.	4A) New 2 lane road from Victoria Street and King Street intersection to meet Young Street as a continuous connection.	A bypass, or extension of Victoria Street, promotes efficient movement for through traffic on Highway 89 by minimizing turning movements that continue east-west on the provincial route and minimizes conflicts with driveways on King Street within Town. The improvement diverts nearly 500 peak hour vehicles in each direction.	New road would benefit safer and more efficient travel. Roadway not identified in current plans, and future redevelopment of this property required to support this improvement. Potential impact on lands within Township of Adjala-Tosoronto depending on preferred alignment.	The construction of a bypass requires significant capital investment, but integration with a redevelopment proposal would mitigate capital cost requirements of the Town.	Potential alignments could run adjacent to Environmental Protection 1 areas. The bypass will also divert provincial through traffic, reducing traffic and/or truck volumes on sections of Young Street and King Street which could provide a more comfortable experience for pedestrians and cyclists.	Impacts major industrial and commercial properties west of King Street and approximately 20 other properties depending on the preferred alignment. Reduced traffic on King Street will benefit active transportation access to major commercial property west of King Street.	Alternative 4A is screened out at this time.	Alternative 4A is recommended to be identified as a Special Area for further consideration as part of future TMP updates and future land redevelopment
	4B) Intersection Improvements at Victoria Street & King Street and at Victoria Street and Young Street.	Intersection improvements may address some capacity and safety issues such as unclear lane configurations, but high vehicle volumes will continue to conflict with local access needs, pedestrians, cyclists and transit.	Solution does not fully meet future travel needs, but does not conflict with current plans and policies.	Intersection improvements will reduce need for major construction and save on costs.	Intersection improvements will minimize natural environment impacts, but conflicts with pedestrians and cyclists will discourage sustainable travel.	Minimizes property impacts but does not promote active and healthy living, particularly access to the major commercial property west of King Street.	Alternative 4B is recommended to address existing capacity issues.	

Issue 5: Increasing growth in east-west traffic on Highway 89 from Industrial Parkway to New Tecumseth-Innisfil boundary.

Need for Improvement	Alternative Solutions	Improve Transportation Service	Support Policy Environment	Maintains Affordability	Protect the Natural Environment	Improve the Socio-Economic Environment	TMP Recommendation	Longer-Term Recommendation
Increasing growth in east-west traffic on Highway 89 from Industrial Parkway to New Tecumseth-Innisfil boundary.	5A) Widening of 14 th Line from 2 to 4 lanes from Industrial Parkway /OPA29 Lands to 10th Side Road	Widening improves the connection for 600-900 vehicles during the peak hour between Alliston, the OPA29 Lands, Briar Hill and Treetops. Opportunity to also implement active transportation facilities connecting these communities.	OPA 29 (Alliston Industrial / Commercial Area Secondary Plan) established 14th Line as an arterial road corridor to serve development. Extending the improvement to 10 th Sideroad will promote efficient and sustainable travel.	Widening 14th Line has significant capital costs. The road crosses a major north-south watercourse and a bridge replacement is required to accommodate the widening.	Widening would impact the watercourse crossing and surrounding environmental protection area. Widening would include active transportation facilities which would benefit the community and support recreational facilities located along the corridor.	The increase in capacity improves the east-west flow of vehicles, efficiently moving people and goods, and supports development located the south part of Alliston. Approximately 22 residential and/or rural properties adjacent to the corridors may be impacted and land acquisition required.	Alternative 5A is recommended as a Schedule C EA study to complete Phases 3 and 4 of the Municipal Class EA process. Mitigation of costs and environmental impacts should be explored through this study.	
	5B) Reconstruction of 2-lane cross-section and paving of 14 th Line from 10 th Side Road to New Tecumseth-Innisfil boundary	Improving 14 th Line to carry more traffic will assist in offloading Highway 89 which is projected to exceed capacity by 2041. Connecting 14 th Line to County Road 27 (in Innisfil) will reduce traffic on Highway 89 passing through Cookstown.	Improvements to 14 th Line not currently identified in the Innisfil TMP study – but traffic concerns regarding Highway 89 through Cookstown were noted. Paving the roadway will allow for efficient and safe passage of vehicles, and maximize safety, and capacity of the network.	Reconstructing 14 th Line to a higher standard with a paved surface will likely be relatively costly as it includes two watercourse crossings.	14 th Line crosses an approximate 250m stretch of Environmental Protection 2 Lands east of Sideroad 15, and an approximate 1km stretch of Environmental Protection 1 and 2 Lands west and east of Sideroad 20.	Minimal impacts to properties while benefitting people and goods movement. Potential to implement paved shoulders west of TransCanada Trail.	Alternative 5B is recommended to be carried forward as a Schedule A+ EA project.	
	5C) Reconstruction and paving of 20 th Sideroad from Highway 89 to 14 th Line including intersection and drainage infrastructure improvements	Improving 20 th Side Road to carry more traffic will assist in offloading Highway 89 by providing a viable link to 14 th Line.	Paving the roadway will allow for efficient and safe passage of vehicles, and maximize safety, and capacity of the network.	Reconstructing 20 th Side Road to a higher standard with a paved surface as anticipated to be a relatively low cost with no major water crossings.	20 th Side Road passes through an approximate 1km stretch of Environmental Protection 1 Lands at 14 th Line. Environmental impacts anticipated to be minor.	Minimal impacts to properties while benefitting people and goods movement. Some increased traffic could negative impact adjacent residents.	Alternative 5C is recommended to be carried forward as a Schedule A+ EA project.	

Issue 6: Growth in east-west traffic around Beeton, improving access to County Road 27 and Highway 400.

Need for Improvement	Alternative Solutions	Improve Transportation Service	Support Policy Environment	Maintains Affordability	Protect the Natural Environment	Improve the Socio-Economic Environment	TMP Recommendation	Longer-Term Recommendation
Growth in east-west traffic around Beeton, improving access to County Road 27 and Highway 400.	6A) New 2-lane road south of Beeton (Beeton Bypass), between County Road 10 and 15th Side Road	Provides vehicular efficiency for through traffic, but limited utilization with only 300 peak hour, peak direction vehicles projected to utilize the bypass. Reduction of through traffic and/or truck traffic on County Road 1 would benefit pedestrian and cycling activity on Main Street. Bypass may also support operations of County LINX transit service.	N/A – does not support Town, County or Provincial Policies, and potential alignments would need to divert around new roadways identified in the Beeton Secondary Plan.	The construction of a new corridor is a significant capital investment. The new road corridor would require construction of several bridges/culverts crossing at least 6 watercourses.	The bypass has major impacts to the natural environment as it would be constructed within Environmental Protection 1 lands west of Beeton.	A bypass would impact approximately 8 properties, including agricultural lands, and have little benefit to movement of people and goods. Some benefit to sustainable travel in Beeton.	Alternative 6A is screened out.	
	6B) Reconstruct and pave 10 th Line from 10 th Sideroad to 15 th Sideroad	Builds on the recommended reconstruction of 10 th Line from County Road 10 to 10 th Sideroad. Provides alternate route for east-west through traffic to divert around Beeton via 15 th Sideroad to ultimately access County Road 1 or 5 th Line. Opportunity to implement paved shoulders.	Builds on 10 th Line improvements, mitigates impacts to environmental impacts while providing additional network resiliency.	Relative cost for reconstruction and paving is low compared to Beeton Bypass.	10 th Line passes through two 1km stretches of Environmental Protection 2 lands. Reconstruction improvements will mitigate impacts.	Minor property impacts for reconstruction projects.	Alternative 6B is carried forward as a Schedule A+ EA project.	