



BRACEBRIDGE
The Heart of Muskoka

Town of Bracebridge



TRANSPORTATION MASTER PLAN



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Introduction

The first ever Town of Bracebridge Transportation Master Plan (TMP) is a long-range planning document that outlines transportation infrastructure recommendations and priorities for the Town through 2043. Developed in collaboration with the District of Muskoka, the TMP supports the Town's vision for its future transportation system by responding to current issues and priorities, as well as forecasted needs. The TMP provides an opportunity to integrate all transportation modes with an increased emphasis on safety and the environment.

Overview

The Transportation Master Plan is a forward-looking document developed to guide the planning, expansion and management of a multi-modal transportation system—the infrastructure and services that move people and goods. The transportation system is comprised of roads, public transit services, goods movement systems, and cycling and walking networks.

The TMP is intended to encompass all forms of mobility in the Town: walking, cycling, transit, driving and the movement of goods, and considers roads within the geographic boundaries of the Town of Bracebridge, including those under the jurisdiction of the District of Muskoka.

It is an exciting time to develop the TMP to ensure that current needs and evolving travel conditions in Bracebridge are responded to, and the changing demographics and priorities of the Town and its residents are reflected.

The need for a TMP is driven by several factors, including the following:

- » **Population growth and intensification** in the urban area of Bracebridge means it's more important than ever to have a TMP to guide the movement of people and goods, which will help shape the way the Town grows. As of 2021, Bracebridge has grown to a population of over 17,300—the fastest growing municipality in the District—marking more than 8% growth since 2015. Moreover, Bracebridge has experienced consistent population growth since the late 1990s and is well established as a community of residents of all ages, incomes, and occupations.

- » **Seasonal visitors** accounted for about 31% of the population in 2016 and is forecast to comprise 29% by 2031. Though the overall change is small, the trend emphasizes the importance directing infrastructure investment beyond seasonal peaks. Meanwhile, high volumes of summer cottagers as well as tens of thousands of other visitors contribute to seasonal traffic influxes, while a planned Ontario Northland rail service stopping in Bracebridge will provide improved access for more tourists to visit Bracebridge.
- » **A changing planning landscape** is shifting the way decision makers plan our communities. An increased emphasis on environmental sustainability and climate change, safety, active transportation, transit, equity, and accessibility are moving Bracebridge to better reflect the priorities and needs of residents and visitors. New mobility technologies are also changing— electric vehicles are becoming more commonplace, local and regional transit connections are improving, and the ever-increasing market share of online shopping are shaping the way people and goods move.
- » **Evolving best practices** in transportation planning are transforming how we build communities. These include a push for safer and slower street design, a greater emphasis on all ages and abilities cycling facilities, and an increased emphasis on placemaking and livability. Ensuring that multi-modal connections and desired outcomes are supported is key to developing a healthy, safe and complete community for Bracebridge residents and visitors alike.
- » **Developing a flexible TMP implementation plan** that responds to a future driven by COVID-19 pandemic uncertainty is critical. The COVID-19 pandemic response may result in long-lasting changes to transportation in Bracebridge. Shifting settlement and mobility patterns because of increased opportunities to work from home even beyond the pandemic add uncertainty to the future. The renewed value of the home, the appeal of smaller community living, and housing affordability are additional factors that may impact the Town of Bracebridge and the operation of its transportation system.

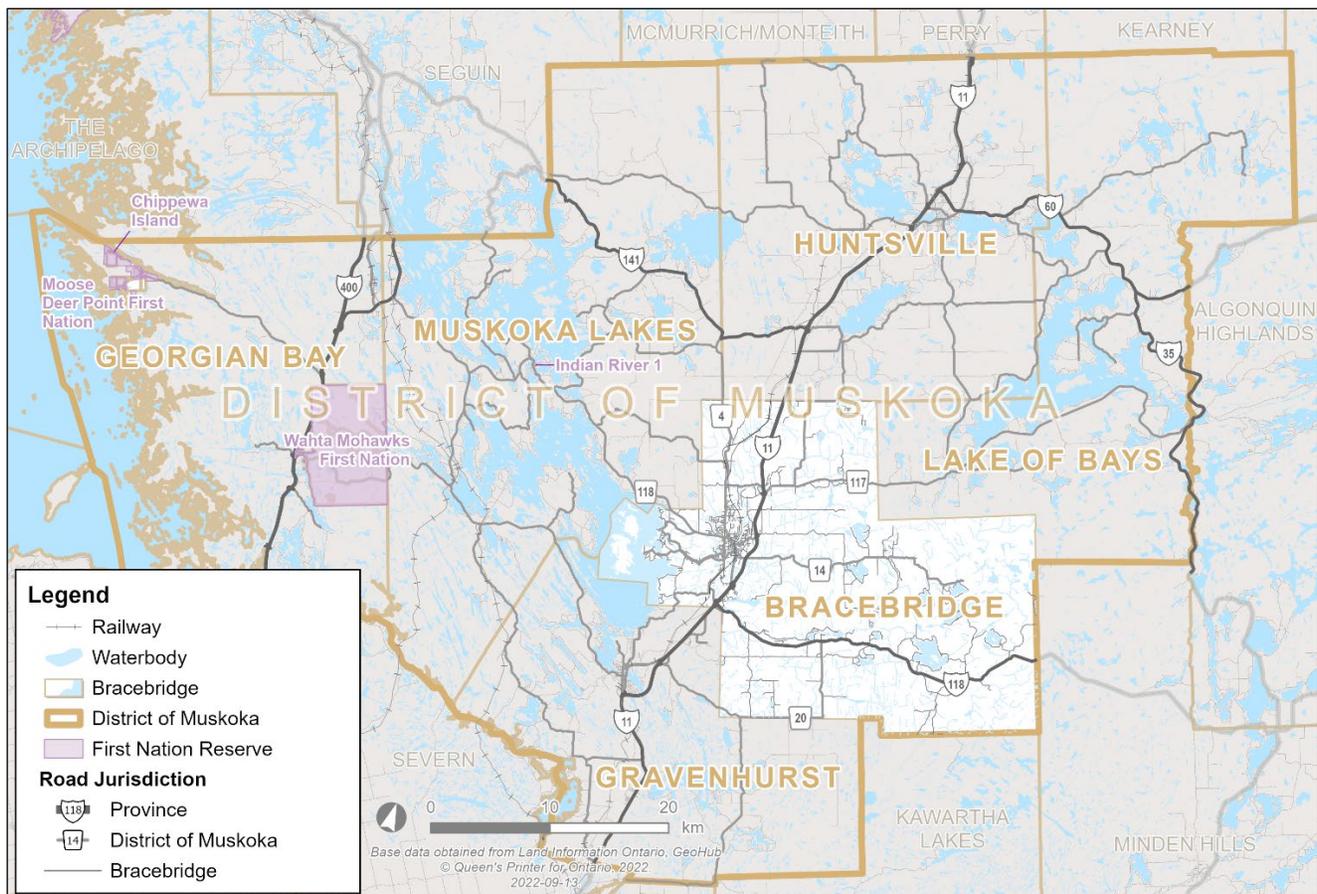
Study Area and Context

The Town of Bracebridge lies in the geographic centre of the District

Municipality of Muskoka, an upper-tier district comprising the local municipalities of Bracebridge, Huntsville, Georgian Bay, Gravenhurst, Lake of Bays and Muskoka Lakes. While the Town is largely rural with urban and semi-urban developments concentrated to the west, Bracebridge has the fastest growing year-round population in the District of Muskoka and is one of the local municipalities in the District slated for urban intensification. The Town of Bracebridge and its location within the District of Muskoka is shown below.

Provincial Highways 11 and 118 provide convenient access for residents, visitors and industry in Bracebridge to connect to broader markets and will continue to play an important role in supporting the growth of the Town. Muskoka Airport lies south of Bracebridge along Highway 11, offering regional passenger and freight services.

Town of Bracebridge and District of Muskoka



Canadian National Railway (CN) runs through Bracebridge, an active rail corridor and Federal Class I railway. CN operates freight directly south toward the Greater Toronto Area and north toward North Bay. The restoration of passenger rail service—Ontario Northland—along the rail corridor is also underway.

Natural heritage is a defining feature of Bracebridge and a driver of both its economic vitality and quality of life. Located on the Canadian Shield, Bracebridge is typified by a varied topography of rolling hills, large inventory of lakes, cascades along the Muskoka River which runs through the urban area, and expansive old growth forests. A plethora of natural walking, cycling and snowmobile trails, waterways for paddling, and other natural recreational facilities contribute to the importance that nature plays in Bracebridge.

Population and employment growth forecasts for the Town are outlined in the table below, along with the compounded annual growth rate between each period. Bracebridge is expected to grow to about 19,600 residents and host over 10,000 jobs by 2046, representing a 22.5% increase in population and 14% increase in jobs over three decades. This growth will contribute to increased travel demand and additional stress on the transportation system. By providing more mobility choices beyond driving, the Town has an opportunity to absorb new demand across all modes and mitigate impacts to network efficiency and travel times for all, achieve economies of scale for transit, and improve safety and comfort for active transportation users.

2016 to 2046 Bracebridge Population and Employment Forecasts

Year	Year-Round Population	Average Growth Rate	Seasonal Population	Average Growth Rate	Employment	Average Growth Rate
2016	16,000	-	7,300	-	8,770	-
2026	17,400	0.84%	7,800	0.66%	9,150	0.43%
2036	18,700	0.72%	8,000	0.25%	9,550	0.43%
2046	19,600	0.47%	8,100	0.12%	10,000	0.46%

Source: District of Muskoka 2019 Growth Strategy Forecast & Growth Allocation Report

About this Document

This TMP Summary report outlines the development of the Plan, summarizes the infrastructure projects and policy directions that form the Plan, and details how to implement the Plan. Further details are available in three background reports, provided as appendices. The three reports and this Summary report collectively form the Town of Bracebridge Transportation Master Plan. The supplementary reports are:



- » **Phase 1: Needs and Opportunities**
- » **Phase 2: Alternative Planning Solutions**
- » **Consultation Summary**
- » **Transportation Master Plan Summary**

This TMP provides the Town of Bracebridge with a comprehensive document that identifies recommended improvements for multi-modal transportation as well as strategies and policies that support the Town's growth. The TMP also aligns with the Strategic Priorities of the Town as well as the District to ensure transportation solutions support the shared vision for the future of Bracebridge.

In the built-up areas of the Town, the TMP will be used as a guide to work with residents, businesses, institutions and decision makers on transportation improvements to enhance mobility choices and to support quality of life in Bracebridge. For new developments and growth areas, the TMP will be used to inform land use and transportation choices to reduce future travel demand and encourage more sustainable travel choices.

This new comprehensive plan recommends infrastructure improvements, actions and strategies for the Town to undertake, developed to meet the Town's vision and goals.

Report Structure

This report is structured into three main parts:

Part 1 – Developing the Plan

- » **Chapter 2: Study Process** introduces the TMP, provides an overview of the study process, and summarizes the Municipal Class EA process.

- » **Chapter 3: Vision and Goals** outlines study’s vision for the future of transportation in Bracebridge and specific goals the plan hopes to achieve.
- » **Chapter 4: Needs and Opportunities** provides a summary of the needs and opportunities identified, collectively representing the “Problem Statement”, that act as the basis for the recommendations.
- » **Chapter 5: Planning Alternatives** outlines the identification and evaluation of alternative planning solutions, and the development of the preferred approach.
- » **Chapter 6: Consultation** outlines the engagement and consultation that was conducted with stakeholders and the public throughout the study.

Part 2 – Detailing the Plan

- » **Chapter 7: Road Network** presents the preferred road network infrastructure projects.
- » **Chapter 8: Cycling Network** presents the preferred cycling network infrastructure projects.
- » **Chapter 9: Pedestrian Network** presents the preferred pedestrian network infrastructure projects.
- » **Chapter 10: Supporting Strategies** presents additional strategies intended to support different components of the transportation system and maximizing the return on investment in transportation infrastructure.

Part 3 – Implementing the Plan

- » **Chapter 11: Costs** details estimated costs and timing for the infrastructure recommendations.
- » **Chapter 12: Action Plan** summarizes the specific actions that should be taken to implement components of the TMP.
- » **Chapter 13: Monitoring and Updates** presents a performance monitoring program and considerations for the next TMP update.

Finally, a **glossary** of terms used in this report is provided for reference.

Part 1: Developing the Plan

Part 1 outlines the steps that were undertaken in the development of the Town of Bracebridge Transportation Master Plan. This section provides an overview of the study process, the study's vision and goals, the needs and opportunities that the TMP must respond to, the identification of the preferred approach to addressing these needs, and an overview of the consultation undertaken throughout the study.

Study Process

The TMP was conducted over the following three phases, with public and stakeholder consultation and communication activities conducted throughout:

- » **Phase 1 - Needs and Opportunities:** The technical and qualitative analysis leading to the identification of transportation needs and opportunities, documented in this report.
- » **Phase 2 – Alternative Solutions:** The identification and assessment of potential solutions to address the needs and opportunities identified.
- » **Phase 3 - Transportation Master Plan Summary:** An action plan outlining the recommended policies and projects developed through the first two phases of the study.

Planning Horizons

A planning horizon is the future point in time a strategic plan looks toward. The Bracebridge Transportation Master Plan has been developed with an ultimate planning horizon of 2043. Two interim horizons were also identified to organize recommended transportation network improvements into timelines based on need, funding capability and other considerations. Implementation would commence after Council's adoption of the TMP.

The three planning horizons are:

- » **Short-Term** – 5 years (through 2029):
- » **Medium-Term** – 10 years (through 2034)
- » **Long-Term** – 20 years (through 2044)

Municipal Class Environmental Assessment

The TMP study followed the Municipal Class Environmental Assessment (MCEA) planning process for Master Plans under the Environmental Assessment Act. The MCEA process provides a transparent approach to planning and building municipal infrastructure. The TMP followed the Master Planning Process Approach #1 and involved the completion of the first two phases of the MCEA planning process:

- » **MCEA Phase 1:** Identify the problem or opportunity
- » **MCEA Phase 2:** Identify and evaluate alternative solutions to address the problem and establish a preferred solution



Vision and Goals

The vision and goals are an important component of any long-range planning exercise. They are established at the onset of the study process through collaboration with the public and key stakeholders, and draw from existing policies, strategies, as well as best practices in transportation and community planning. The vision and goals are designed to guide the study and inform the development of transportation solutions.

Vision

The vision is an overarching statement that indicates the desired future state of the Town of Bracebridge, and helps shape decision-making. The vision for the Transportation Master Plan is carried forward from the Community-Based Strategic Plan 2018-2028, as it continues to provide an accurate reflection of the future envisioned by residents and stakeholders of Bracebridge.

Bracebridge is an inclusive and welcoming community that respects the heritage of its built and natural environments while encouraging a robust local and regional economy.

Through its infrastructure recommendations and supporting strategies, the TMP can move the Town towards the vision by:

- » Creating an inclusive transportation system that is safe and accessible to residents and visitors of all ages and abilities regardless of how they choose to travel.
- » Developing solutions that are sensitive to the Town's unique cultural heritage and important natural environment, ensuring both are respected and protected.
- » Leveraging opportunities to further the Town's vision for a year-round, robust economy.

Goals

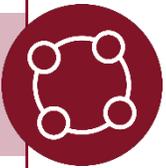
The goals represent a set of desired outcomes of the TMP that will help achieve the Town's vision. These goals are used to measure potential solutions and ultimately identify the preferred infrastructure projects and strategies that form the Town of Bracebridge's Transportation Master Plan.

A draft version of these goals was presented to the public and stakeholders as part of the study's first round of public consultation. Overall, the goals received strong support from members of the public, with particular support for Increase Mobility Options. The goals have been updated based on the feedback received.



Improve Safety

Ensure people of all ages and abilities can move within and through Bracebridge safely and comfortably.



Minimize Traffic Congestion

Enable the efficient movement of residents, visitors and goods between neighbourhoods, attractions and destinations in Bracebridge.



Increase Mobility Options

Provide residents and visitors with safe active transportation and reliable transit choices, acknowledging these modes as essential services.



Preserve Local Character

Develop solutions that are sensitive to the Town's historic character and existing neighbourhoods.



Protect the Natural Environment

Enhance the natural environment as a core piece of the community's identity, protecting and promoting access to its natural features and scenic routes.



Support the Local Economy

Leverage transportation investment to catalyze economic growth and promote tourism.

4

Needs and Opportunities

Needs encompass the problems or issues that the Town of Bracebridge Transportation Master Plan aims to solve and arise from a gap between what exists and what is desired. The TMP vision and goals represent the desired outcomes in responding to these needs. Opportunities, meanwhile, represent elements that can be leveraged to help achieve the vision and goals.



The transportation needs and opportunities, including identification and analysis, are documented in detail in the **Phase 1: Needs and Opportunities** report.

Needs and opportunities were identified through technical analysis, stakeholder consultation and public input. The following provides a summary of the needs and opportunities identified. Collectively, these needs represent the **problem or opportunity statements** as required by Phase 1 of the Environmental Assessment master plan process.

Need: Address existing traffic constraints	Need: Implement and build on the Transit and Mobility 5-Year Business Plan
Need: Respond to growth and change	Need: Address the first- and last mile of trips to and from transit
Need: Expand mobility choice	Need: Integrate with cycling facilities and users
Need: Improve pedestrian connectivity, crossings and accessibility	Opportunity: Build on recent successes and the existing cycling network
Need: Develop a safe and connected cycling network	Opportunity: Improve intersection safety
Need: Mitigate safety concerns on local and collector roads	Opportunity: Build infrastructure for all ages and abilities
Need: Embed a Complete Streets philosophy	Opportunity: Leverage the Bracebridge Downtown Master Plan
Need: Update road classification and jurisdiction	Opportunity: Improve Electric Vehicle Friendliness

Planning Alternatives

In Phase 2 of the Environmental Assessment (EA) process, it is critical assess different types of responses to the needs and opportunities identified in Phase 1 of the EA process and Phase 1 of this study. For the Bracebridge Transportation Master Plan, this takes the form of a project assessment process. Each mode follows a slightly different process, but the overall intention of best aligning with the study's vision and goals remains consistent. The evaluation processes are outlined below:

- » **Road network:** All candidate road projects identified in a “long list” are evaluated on how well they align with the goals of the study. Projects that mostly align with the goals are carried forward.
- » **Cycling network:** All candidate routes are evaluated through an iterative process involving feasibility, ease of implementation, desired network spacing, and desired facility type.
- » **Pedestrian network:** Potential pedestrian crossover locations are each evaluated against specific criteria for pedestrian crossings to help identify where they are most needed.

The objective of this process is to identify the projects that best responds to the stated transportation and community-building goals for the Town of Bracebridge. The outcome is a suite of projects that represent the Preferred Solution. These projects are presented in Chapters 7, 8, and 9 of this report.



The development and evaluation of the alternative planning solutions, and the identification of the preferred approach, is document in detail in the **Phase 2: Alternative Planning Solutions** report.

Consultation

The Transportation Master Plan was developed with input from the public and stakeholders throughout the study process. Engagement throughout the study is essential to developing a TMP that meaningfully responds to community needs and priorities and reflects the residents' and stakeholders' vision for the future.



A detailed account of the study's public and stakeholder engagement activities as well as the feedback, ideas and other input received is documented in the **Consultation Summary Report**.

Consultation Activities

Engagement activities held throughout the TMP study involved a range of stakeholders including Indigenous Nations, members of the public, Town and District representatives, and agency stakeholders. Consultation was conducted over two rounds of engagement throughout the TMP study, each corresponding to specific milestones in the development of the TMP.

Round 1 Engagement (July 2022) focused on developing an understanding of the transportation needs in Bracebridge, including issues, concerns, priorities and ideas in pursuit of a collective vision for the Town's future transportation system. Round 1 Engagement consisted of the following activities:

- » **Public Information Centre 1** was hosted on the Town's community engagement platform, Engage Bracebridge, and featured project display boards, an online survey and interactive map. Participation included the submission of 28 surveys, 69 location-based comments.
- » **Stakeholder Group Meeting 1** was hosted virtually and included participation from Town Council, health units (Simcoe Muskoka District Health Unit), business groups (Bracebridge Chamber of Commerce), transit operators (Hammond Transportation), and Town and District staff.

Round 2 Engagement (March and April 2022) presented draft infrastructure recommendations and strategies in response to the identified needs and opportunities. Round 2 Engagement consisted of the following activities:

- » **Public Information Centre 2** was hosted in the same online engagement space, and featured project display boards and an online survey. Participation included the submission of 47 surveys, three free-form comments to the public comment form, and two email submissions.
- » **Stakeholder Group Meeting 2** was hosted virtually and included participation from Town Council, health units (Simcoe Muskoka District Health Unit), school boards (Trillium Lakelands District School Board), business groups (Bracebridge Chamber of Commerce), transit operators (Hammond Transportation), and Town and District staff.

Finally, the duty to consult directs the project team to identify and engage with nearby Indigenous Nations that may have an interest in Town transportation plans, policies and projects. The Town of Bracebridge, along with the Ministry of the Environment, Conservation and Parks, identified Indigenous Nations that may have an interest in the TMP study. The identified communities were contacted to advise of the study and to invite interested communities to take part in the planning process. The following Indigenous Nations were contacted:

- » Alderville First Nation
- » Curve Lake First Nation
- » Hiawatha First Nation
- » Mississaugas of Scugog Island First Nation
- » Wahta Mohawks (Mohawks of Gibson)
- » Moose Deer Point First Nation (Moose Point No. 79)
- » Wasauksing First Nation (Parry Island)
- » Chippewas of Rama First Nation (Mnjikaning First Nation No. 32)

Community Input

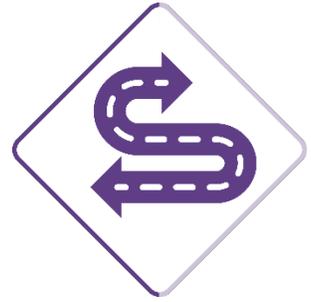
The public information centres and stakeholder meetings provided valuable opportunities to engage directly with residents, visitors, business owners, advocates, experts and more, learning about their experiences, concerns and priorities for the Town of Bracebridge. General themes and priorities heard throughout the study process included the following feedback, which is reflected throughout the recommendations developed for the TMP:

- » **Support for safer active transportation connections, especially to prioritize active school travel:** Improving the active transportation network for all ages and abilities—including cycling facilities, multi-use trails, sidewalks and crossings—supports the daily recreation and transportation needs of residents and visitors. This is especially true for improving safe cycling connections to schools, and leveraging recent successes to develop a comprehensive active transportation network. The provision of improved cycling facilities was a top priority among survey respondents during the first Public Information Centre, as well as among interested stakeholders. Prioritizing safe cyclist and pedestrian routes to key destinations like the Downtown and schools is critical to the development of a healthy and complete community. Improved pedestrian connections, as well as safer and more frequent opportunities for pedestrians to cross the street are also needed.
- » **Focus on road network safety:** Speeding vehicles, especially in school zones and residential streets, need to be addressed to improve the safety of vulnerable road users, as well as other drivers. Potential conflicts with cyclists and pedestrians was a top concern among car users. In addition to improved active transportation infrastructure, traffic calming measures is a solution that can be implemented to help mitigate safety concerns.
- » **Improve the road network to facilitate safe and efficient connections:** Improving the efficiency of the street network in Bracebridge to provide residents and visitors with reliable connections is an important goal, as well as mitigating through traffic in the urban area. The implementation of roundabouts is supported as a traffic management tool to decrease congestion and increase network efficiency. It is also important to address heavy traffic, especially through the Downtown, while also being sensitive to re-routing traffic to adjacent residential streets. Recognizing the different transportation modes and land uses through Bracebridge should also be balanced alongside addressing traffic concerns.
- » **Need for improved transit connections:** Improving both local and regional transit service—including connectivity, bus frequencies and service hours—is important to grow transit as a legitimate alternative to driving. Commentors emphasized the need to increase mobility options for both residents and visitors.

Part 2: Detailing the Plan

Part 2 outlines the recommended infrastructure projects and supporting strategies for the Town of Bracebridge. Road network projects aiming to improve traffic flow and intersection safety, a comprehensive long-term cycling network, and pedestrian crossover locations are recommended as part of the preferred solution to address the Town's transportation needs. Meanwhile, supporting strategies intended to leverage infrastructure investments and push further towards the Transportation Master Plan's vision and goals.

Road Network



The road network in Bracebridge—comprising of roadways under the jurisdiction of the Town as well as the District—serves as the base for most personal and commercial travel, supporting drivers, cyclists, pedestrians, emergency services and goods movement. Roads are the most important component of the Town’s transportation system and central to mobility, help define the charm and character of Bracebridge and foster community and are integral to the Town’s economy and quality of life. Implementing a complete streets approach—that is, a multi-modal lens in road network planning—will best meet the needs of a growing municipality and destination for both residents and visitors.



The development of the recommended street network, including considerations and analysis, is documented in the **Phase 2: Alternative Planning Solutions** report.

Directions

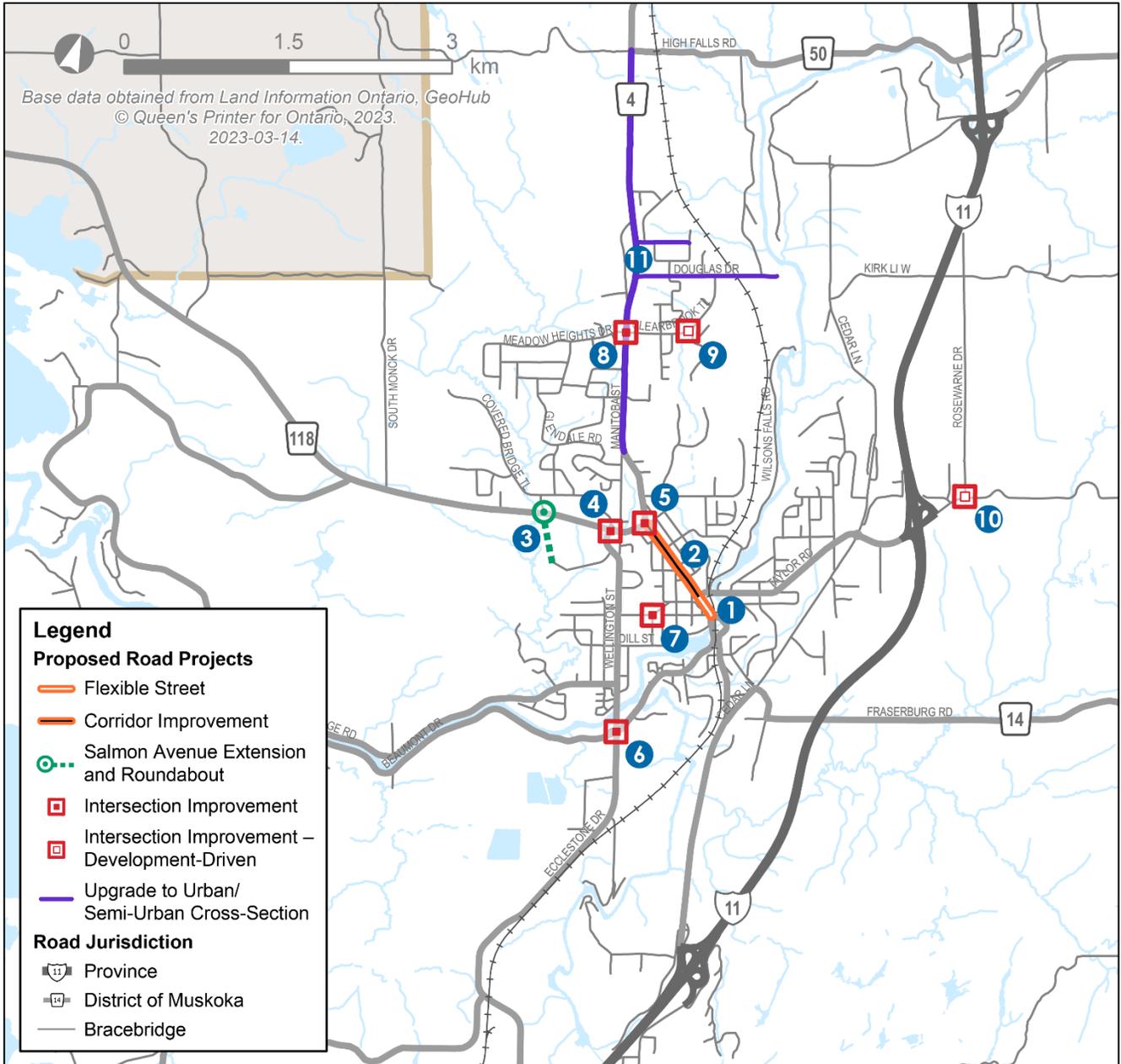
Intersection and corridor modifications are recommended to the road network to respond to the following needs and opportunities:

- » Address existing traffic constraints
- » Improve intersection safety
- » Respond to growth and change
- » Embed a complete streets philosophy

Recommended road projects are shown in **Map 1**. Project numbers on the map correspond to **Table 1**, which details individual recommended road projects.

The recommendations address the needs of all road users including pedestrians, cyclists, drivers, and commercial vehicles through focused modifications that support road network safety and mobility, while also maintaining the character and environment of Bracebridge.

Map 1: Recommended Road Network Projects



Note: Project numbers correspond to [Table 1](#).

Table 1: Recommended Road Network Projects

ID	Location	Recommendation	Jurisdiction	Phase	Cost
1	Manitoba Street South Segment (Ontario St to Taylor Rd)	<ul style="list-style-type: none"> » Carried forward from the Bracebridge Downtown Master Plan (2021) » Widened sidewalks, “flex zone”, a new crossing, new streetscaping and trees 	Town (sidewalks and furnishings); District (street and civil works)	Medium	*Town: \$4.20 M District: \$8.00 M
2	Manitoba Street North Segment (Taylor Rd to Monck Rd)	<ul style="list-style-type: none"> » Carried forward from the Bracebridge Downtown Master Plan (2021) » Widened sidewalks, new streetscaping, lighting, and trees » On-street parking retained, but can be used seasonally for uses such as patios, where desirable 	Town (sidewalks and furnishings); District (street and civil works)	Short	*Town: \$1.40 M District: \$2.80 M
3	Salmon Avenue Extension (to District Road 118)	<ul style="list-style-type: none"> » Extension of Salmon Avenue complete street with two travel lanes and centre two-way left turn lane to provide for efficient and safe movement for vehicles » Active transportation facilities (bike lanes, multi-use trail, sidewalk) to be extended » Roundabout implemented at connection to District Road 118 to allow for efficient and safe movements 	Town	Medium	\$2.90 M**
4	District Road 118 / Monck Road / Balls Drive	<ul style="list-style-type: none"> » Multi-lane roundabout recommended in longer term, subject to a feasibility study 	District	Long	\$1.30 M to \$2.50 M

Table 1: Recommended Road Network Projects (continued)

ID	Location	Recommendation	Jurisdiction	Phase	Cost
5	Manitoba Street and Monck Road	» Implement roundabout, subject to feasibility study and property needs, and in conjunction with other planned capital works	District	Long	\$0.75 M to \$1.50 M
6	District Road 118 and Ecclestone Drive	» Traffic signal timing improvements recommended in the shorter-term » Potential additional left turn lane pending feasibility review » Longer-term roundabout feasibility study (construction not costed)	District	Short	\$0.10 M to \$0.20 M
7	Quebec Street and Victoria Street	» Re-configure intersection with physical interventions (e.g. traffic island), improve safety, and limit some turning movements » Direct traffic bound for Wellington Street south on Victoria Street and west on Dill Street	Town	Short	\$0.30 M to \$0.60 M
8	Manitoba Street and Clearbrook Trail	» Signal timing upgrades to alleviate left turn delays » Improving sightlines improving safety by removing berm at southeast corner » A traffic study to assess the need for a roundabout in the long-term to support increased travel demand caused by new development	District	Short	\$0.20 M to \$0.40 M

Table 1: Recommended Road Network Projects (continued)

ID	Location	» Recommendation	Jurisdiction	Phase	Cost
9	Clearbrook Trail and Pheasant Run	» Intersection upgrades will be triggered by new or expanded development in the area, subject to separate study to determine optimal improvements	Town	Long	\$0.65 M to \$1.30 M
10	Taylor Road and Rosewarne Drive	» Intersection upgrades will be triggered by new or expanded development in the area	Town	Long	\$0.50 M to \$10 M
11	Manitoba Street, McNabb Street and Douglas Drive	» Upgrade Manitoba Street from Wellington Street to High Falls Road to an urban cross-section » Upgrade McNabb Street and Douglas Drive to semi-urban cross-section	Town (McNabb St and Douglas Dr); District (Manitoba St)	Short	Town: \$1.44 M to \$2.70 M District: \$2.96 M to \$5.50 M
12	Rosewarne Drive	» Upgrade Rosewarne Drive from Taylor Road to Kirk Line to an urban or semi-urban cross-section » A separate study would be needed to determine optimal improvements	Town	Long	\$1.60 M to \$3.00 M

* Inflation-adjusted estimates carried forward from Downtown Master Plan (2021).

** Inflation-adjusted estimate carried forward from Development Charges Background Study (2019)

The timing of the projects above is based on relative need, the timing of planned growth and development, and feasibility of implementation. The recommended investment in the road network is summarized in **Table 2**.

Table 2: Summary of Cost Estimates - Road Network

Phase	Town	District	Total	Per Year
Short-Term – through 2029	\$3.14 M to \$4.70 M	\$6.06 M to \$8.95 M	\$9.20 M to \$13.65 M	\$1.84 M to \$2.73 M
Medium-Term – through 2034	\$7.10 M to \$7.10 M	\$8.00 M to \$8.00 M	\$15.10 M to \$15.10 M	\$3.02 M to \$3.02 M
Long-Term– through 2044	\$2.75 M to \$5.30 M	\$2.05 M to \$4.00 M	\$4.80 M to \$9.30 M	\$0.48 M to \$0.93 M
Total	\$12.99 M to \$17.10 M	\$16.11 M to \$20.95 M	\$29.10 M to \$38.05 M	\$5.34 M to \$6.68 M

Actions

- A1. Integrate the preferred road infrastructure projects and studies into the annual capital budget process.

Cycling Network



An important city-building goal of the Town of Bracebridge, as well as an important objective of the TMP, is to advance a multi-modal transportation system by providing more mobility options to residents and visitors. A key component of supporting a multi-modal system is the provision of a network that provides safe, accessible, convenient, comfortable and connected cycling facilities.



The development of the recommended cycling network, as well as active transportation strategies, is documented in the **Phase 2: Alternative Planning Solutions** report.

Directions

The provision and expansion of a safe cycling network for all ages and abilities responds to the following needs and opportunities:

- » Expand mobility choice
- » Build on recent successes and the existing cycling network
- » Develop a safe and connected cycling network
- » Build infrastructure for all ages and abilities

The recommended cycling network is shown in **Map 2**, with route facility types detailed in **Map 3**.

Three key routes were identified as **short-term priority projects** to help kick-start the implementation of the recommended cycling network and to highlight differing approaches to cycling facilities, as follows:

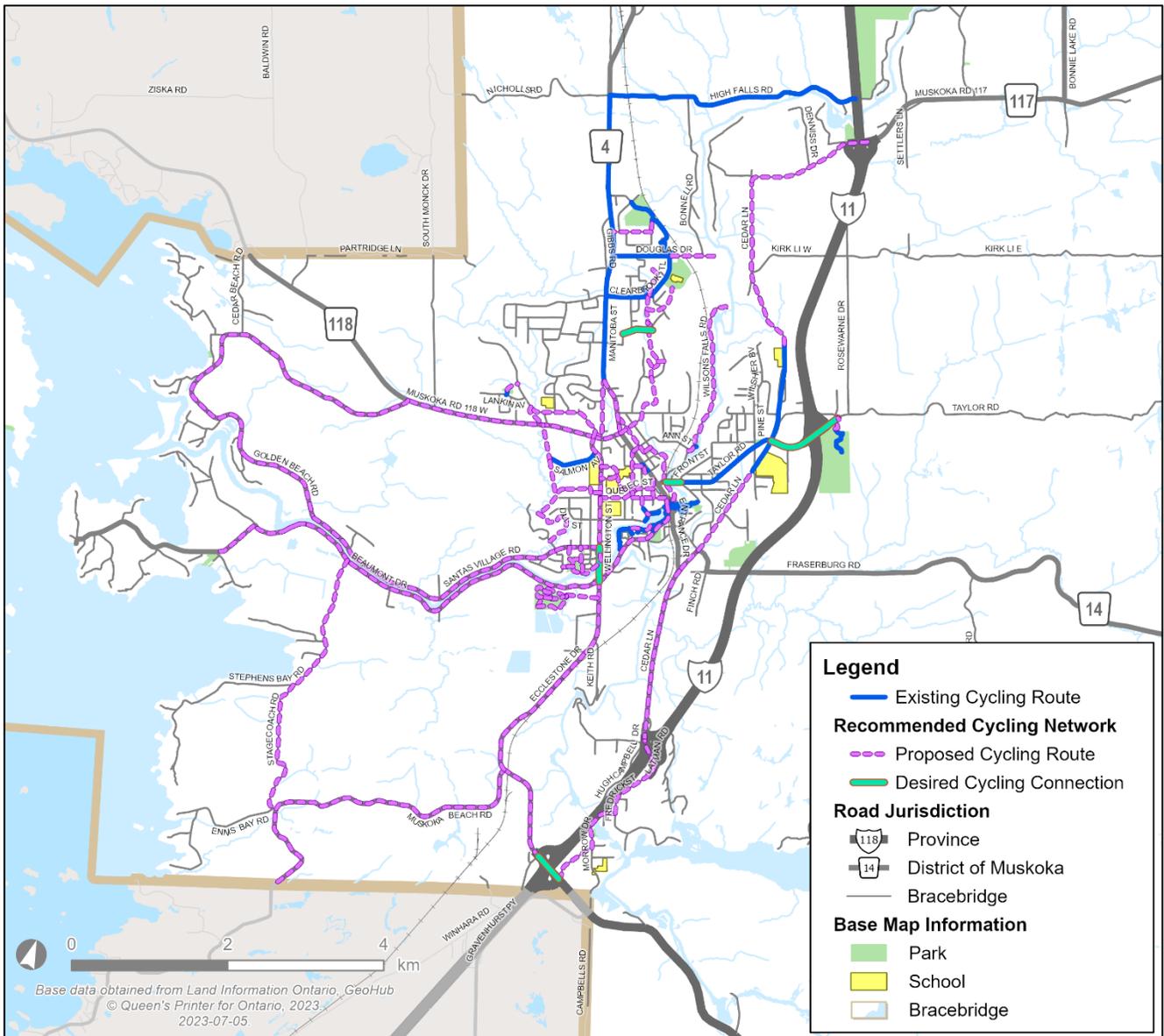
- » **Quebec Street / Ontario Street Bicycle Boulevard:** The implementation of traffic calming measures that limit driver to slow speeds and reduce traffic volumes, while prioritizing the comfort and safety of cyclists and pedestrians – Estimated cost: \$285,000
- » **Wellington Street Cycle Tracks or Protected Bike Lanes:** Dedicated cycle track or bicycle lanes that provide space exclusively for cycling (or

other forms of rolling) with physical barriers separating the lane from other traffic – Estimated cost: \$2,050,000

- » **Manitoba Street Bike Lanes (Wellington St N to Monck Rd):** Retrofit painted bike lanes into existing pavement to provide dedicate space for cyclists, connecting Downtown Bracebridge to the existing multi-use path to the north – Estimated cost: \$70,000

Including the priority projects noted above, the recommended investment in the cycling network is summarized in **Table 3**.

Map 2: Recommended Cycling Network



Map 3: Recommended Cycling Network – Facility Types

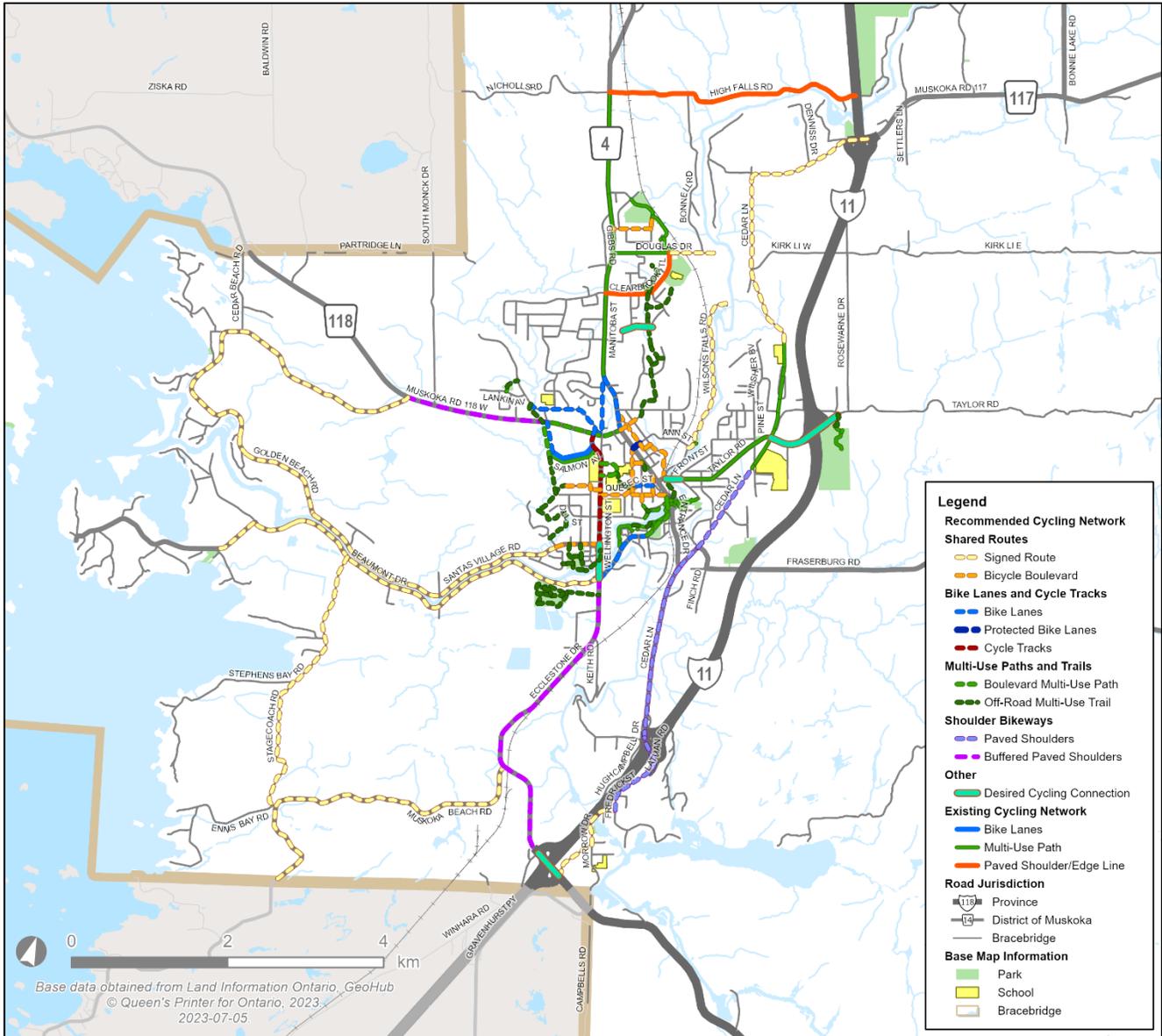


Table 3: Summary of Cost Estimates - Cycling Network

Phase	Town	District	Total	Per Year
Short-Term – through 2029	\$0.38 M	\$1.77 M	\$2.15 M	\$0.43 m
Medium-Term – through 2034	\$0.38 M	\$1.77 M	\$2.15 M	\$0.43 m
Long-Term – through 2044	\$0.77 M	\$3.54 M	\$4.30 M	\$0.43 m
Total	\$1.53 M	\$7.07 M	\$8.60 M	\$0.43 m

Note: Does not include “Desired Cycling Connection” projects.

The Transportation Master Plan recommends a total of 54 km of cycling facilities be implemented over the next 20 years, as summarized in **Table 4**.

Table 4: Summary of Cycling Network Facility Types by Length

Facility Type	Town	District	Total
Shared Roadways	12.4 km	20.7 km	33.1 km
Bicycle Boulevards	3.9 km	0.6 km	4.5 km
Bike Lanes / Buffered Bike Lanes	2.4 km	10.2 km	12.6 km
Protected Bike Lanes / Cycle Tracks	0.1 km	1.5 km	1.6 km
Multi-Use Trail / Path	0.3 km	1.9 km	2.2 km
Total	19.1 km	34.9 km	54.0 km

Additionally, four projects are shown on the map as “**Desired Cycling Connections**”. These are important components of the ultimate cycling network but are **not included** in the cost estimates for implementation through 2044. These projects remain as longer-term recommendations as they address key needs in the active transportation network. The Town should continue to monitor the viability of these projects, including through the availability of grants from higher levels of government or other funding sources, as well as the possibility of bundling them with other major capital works that may arise.

Actions

- A2.** Integrate the preferred cycling network projects into the annual capital budget process, starting with the three key priority routes.
- A3.** Identify opportunities to bundle cycling infrastructure construction with other capital works.
- A4.** Continue to monitor the feasibility of the Desired Cycling Connection routes, seeking funding from higher levels of government and/or bundling cycling improvements within larger capital works projects, where possible.

Pedestrian Network



The pedestrian network is a critical component of the transportation system that is comprised of both linear infrastructure such as sidewalks and trails, as well as pedestrian crossings that safely link the linear infrastructure across roadways. The sidewalk network in Bracebridge is largely built out in the more urban areas of the Town, and policies for continuing to build new sidewalks are also integrated through other sections of the TMP (i.e. adopting the complete streets approach, new development recommendations, and the functional road classification framework).



The development of the recommended pedestrian network, including pedestrian crossings and pedestrian-supportive strategies, is documented in the **Phase 2: Alternative Planning Solutions** report.

Directions

Improvements to the pedestrian network respond to the following needs and opportunities:

- » Expand Mobility Choice
- » Improve Pedestrian Connectivity, Crossings and Accessibility
- » Build Infrastructure for All Ages and Abilities

While the Town is actively working on filling in remaining gaps based on need, additional guidance can support where to prioritize investment for the highest impact on residents. For new streets, existing policies, by-laws and directions for the provision of sidewalks included within the Official Plan, the Town's Engineering Design Criteria and Standards Manual, and road classification framework should continue to be followed.

Pedestrian crossings are an equally important component of the pedestrian network. Several different types of controlled pedestrian crossings enhance safety for pedestrians, including traffic control signals, intersection pedestrian signals, mid-block pedestrian signals, pedestrian crossovers (PXOs), stop signs, yield signs and school crossings.

Eight new pedestrian crossings are recommended for Bracebridge, as shown in **Map 4**. The locations were identified based on technical analysis and public input, and were evaluated based on road class and jurisdiction, proximity to pedestrian generators, distance to another pedestrian crossing, and overall feasibility (i.e. grade changes, curvature of the street, land use, presence of sidewalks and trails). Identified project numbers on the map correspond to **Table 6**, which provides additional details and considerations for each crossing location.

The Transportation Master Plan assumes the eight recommended locations can be implemented at a rate of one per year, and as such, the costs are allocated only to the first two phases. The need for additional pedestrian crossings may be identified as new issues emerge, as new developments are built, and as travel patterns change. The Town should proactively continue with the identification of pedestrian crossing needs and continue to integrate these needs into the capital planning program.

A summary of costs is provided in **Table 5**. Individual cost estimates are provided in **Table 6** based on a preliminary assessment of the type of crossing that is likely to be warranted. Ultimately, however, the type of crossing to be installed will be guided by **the Ontario Traffic Manual (OTM) Book 15: Pedestrian Crossing Treatments** based on the latest traffic volume and speed data available.

Table 5: Summary of Cost Estimates - Pedestrian Crossings

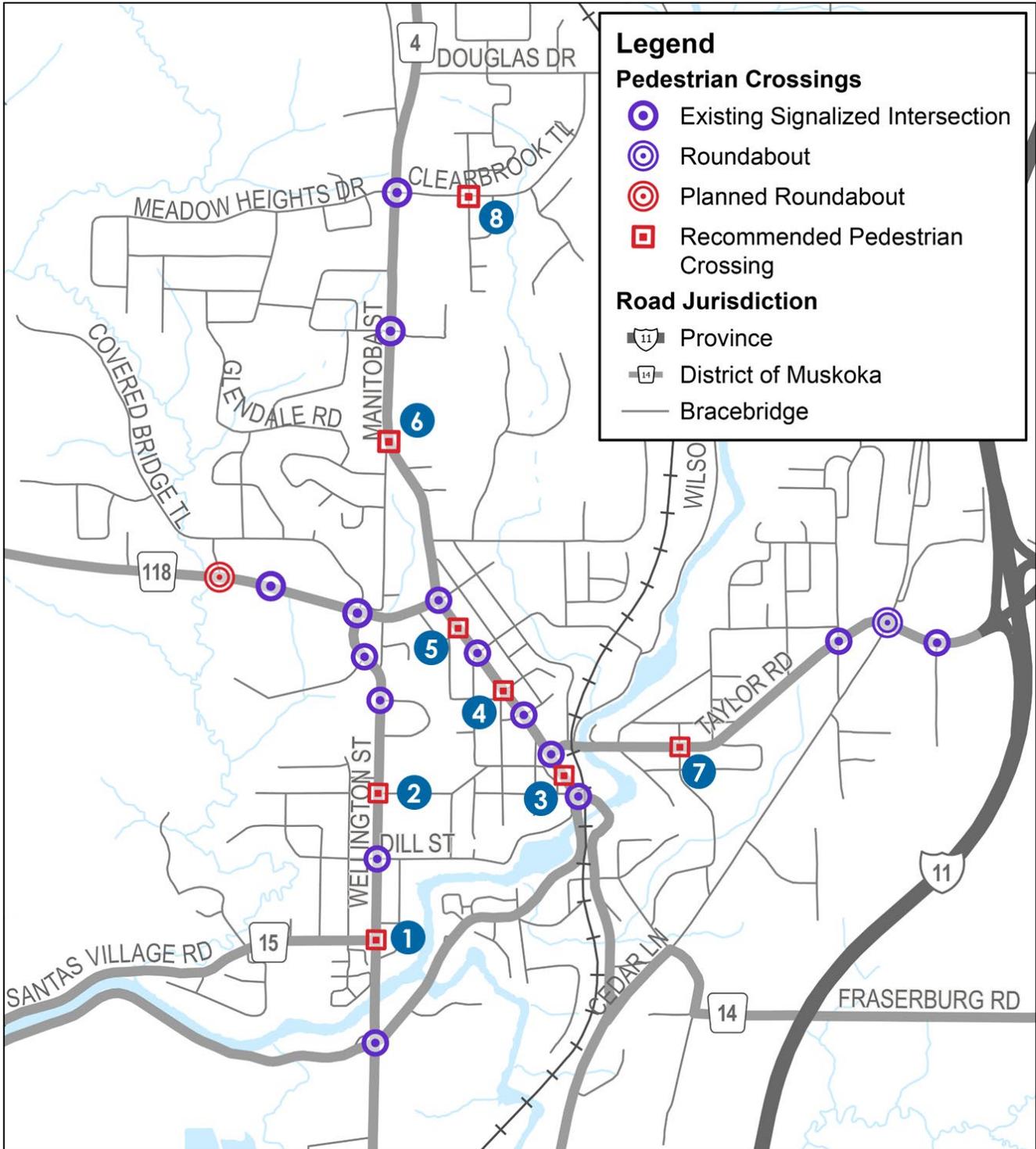
Phase	Town	District	Total	Per Year
Short-Term – through 2029	\$0.025 M	\$0.275 M	\$0.300 M	\$0.060 M
Medium-Term – through 2034	-	\$0.150 M	\$0.150 M	*\$0.050 M
Long-Term– through 2044	-	-	-	-
Total	\$0.025 M	\$0.425 M	\$0.450 M	\$0.056 M

*Note: Assumes one crossing per year. Medium-term per-year cost only includes first three years. Additional crossings may be considered beyond this horizon.

Actions

- A5.** Integrate the preferred pedestrian crossing projects into the annual capital budget process for the next eight years.
- A6.** Continue identifying potential pedestrian crossing locations as the Town grows and needs and travel patterns change.

Map 4: Recommended Pedestrian Crossing Locations



Note: Project numbers correspond to [Table 4](#).

Table 6: Recommended Pedestrian Crossing Locations

ID	Location	Recommendation	Type*	Cost
1	District Road 118 at Santas Village Road	Crossing of DR-118 recommended due to long gap without safe crossing and presence of bus stop at Santas Village Rd.	Type 2 Level B	\$75,000
2	District Road 118 at Quebec Street	Crossing of DR-118 recommended due to long gap without safe crossing and planned cycling facilities on Quebec St.	Type 2 Level B	\$75,000
3	Manitoba Street midblock crossing	Crossing of Manitoba St carried forward from Downtown Master Plan. Locate at Chancery Ln or further southeast, allowing pedestrians to better access commercial properties on both sides of Manitoba St.	Type 2 Level B or C	\$50,000
4	Manitoba Street at Kimberley Avenue (Memorial Park)	Crossing of Manitoba St adapted from Downtown Master Plan (in lieu of fully signalized intersection) providing connection to park and allowing pedestrians to better access commercial properties.	Type 2 Level B or C	\$50,000
5	Manitoba Street at Willis Street	Crossing of Manitoba St carried forward from Downtown Master Plan, allowing pedestrians to better access commercial properties on both sides of Manitoba St.	Type 2 Level B or C	\$50,000
6	Manitoba Street at Wellington Street North	Crossing of Manitoba St recommended due to long gap without safe crossing and future trail / sidewalk plans.	Type 2 Level B or C	\$50,000
7	Taylor Road at York Street / Woodchester Avenue	Crossing of Taylor Rd recommended due to long gap without safe crossing and presence of bus stop.	Type 2 Level B	\$75,000
8	Clearbrook Trail and Rosemead Close / Windsong Crescent **	Crossing of Clearbrook Trail recommended to connect neighbourhood at the north to the sidewalk on the south side of Clearbrook Trail.	Type 2 Level C or D	\$25,000

*Note: Crossing types need to be confirmed through collection of speed and volume data.

** All crossings are under the jurisdiction of the District of Muskoka, except crossing #8 (Clearbrook Tr.)

Supporting Strategies

This chapter presents a collection of supporting strategies, directions and actions that provide guidance for staff and policymakers, direct transportation policy and programming forward towards the study's goals and vision. These strategies aim to leverage the investment in infrastructure projects outlined in previous chapters.



The development of supporting strategies, including considerations and analysis, is documented in detail in the **Phase 2: Alternative Planning Solutions** report.

Complete Streets

The concept of complete streets resonates throughout this Transportation Master Plan. Complete streets, at its core, is an approach to street design that states that all street users, all modes of travel, all ages and abilities, etc. should be explicitly considered in the design process. The complete streets approach starts with the most vulnerable road users (e.g. pedestrians, cyclists, people using mobility devices, etc.) and works inward from the lot lines toward the centre line.

Applying the complete streets approach helps to directly respond to four of the TMP's goals:

- » **Improve safety:** By considering the needs of all road users, a safety lens can be applied to all new street design.
- » **Increase mobility options:** With safer, more accessible streets, the choice to walk or cycling will be more readily available to residents and visitors.
- » **Protecting the Natural Environment:** More walkable and bikeable communities tend to retain compact urban areas, relying less on outward expansion into natural areas.
- » **Support the Local Economy:** Walkable and bikeable communities increase the tourism appeal, bring more visitors and residents to commercial main streets, and keep people moving by all modes.



Through the Official Plan or similar policy mechanism, the Town of Bracebridge should formally adopt a complete streets policy that includes the following considerations:

- » The **needs of all users** must be explicitly considered during planning and design of all streets.
- » The policy applies to all **new streets and all existing streets** undergoing major reconstruction projects.
- » The policy will, however, allow for exceptions. Not all corridors will be able to meet the needs of all modes at the highest levels of service. Where vulnerable road users are not accommodated, there should be **explicit justification** for why that is.
- » To aid decision makers on **which elements that should be included** in each corridor (e.g. cycling facilities, trails, etc.), staff should reference the cycling network plan and road classification framework, along with the Town's Engineering Design Criteria and Standards Manual.
- » Streets are to be **context-sensitive** to the surrounding land uses. A vision for the corridor should be clearly established at the beginning of the planning and design process.

Once a policy is established, the Town should further consider the steps required to integrate the approach across all departments and groups involved in any aspect of street planning and engineering. As the approach requires a new way of thinking about the street planning process, it can be a challenge to ensure all decisions are consistent with the policy.

Actions

- A7.** Finalize and formally adopt the complete streets policy.
- A8.** Integrate the complete streets approach across all Town and District departments involved in road planning and engineering.

Land Use Planning



The way in which a community plans its neighbourhoods may be the most important input into how people choose to get around. In order for the Transportation Master Plan to be most effective, the Town's land use planning and zoning must continue to evolve to support a more multi-modal transportation system. Considerations include the following:

- » **Lot Dimensions:** Narrower frontages encourage more variety and increase the attractiveness of walking. Smaller lots also help to locate more people and services close to one another.
- » **Parking requirements:** A reduction or elimination of minimum parking requirements for new commercial, industrial, and institutional developments will allow for market-driven decisions on the supply of off-street parking. Requiring too much parking leads to inefficient land use patterns and undermines the multi-modal objectives of the TMP.
- » **Mixed uses:** Complete communities with neighbourhood-level retail, schools, community facilities and other amenities mixed with residential uses means a higher proportion of trips can be made within shorter distances, including a higher probability of walk trips.
- » **Pedestrian walksheds:** Street networks should be designed to maximize pedestrian convenience. Where a full street grid is not desired, the pedestrian network should be designed to include a system of pedestrian walkways that provide a connected grid.
- » **Access:** New developments with limited vehicular access points and overuse of cul-de-sacs should be discouraged. Single access points create bottlenecks, funnel traffic towards a single corridor rather than disperse it and create challenges for emergency response.

The Town should ensure the above considerations are integrated into new and updated policies and bylaws, including the next Official Plan update.

Actions

- A9. Integrate the considerations relating to site planning, parking requirements, mixed uses, pedestrian walksheds and access into new and updated policies and bylaws, including the next Official Plan update.

Traffic Calming



Traffic calming is the combination of physical controls to reduce the negative impacts of motor vehicle use, alter driver behaviour and improve conditions for other users. Some objectives of traffic calming include reduced speeds, reduced collision frequency and severity, reduced cut-through traffic, reduced reliance on enforcement, and an overall increased level of safety.

In 2020, Town Council approved the adoption of a comprehensive **Traffic Calming Policy and Procedure** and accompanying **Traffic Calming Measures Manual**. Together, they are intended to provide a sound engineering basis and consistent designs for implementing traffic calming measures within Bracebridge.

This policy provides the Town with a data-driven procedure to evaluate traffic calming requests and identify needed interventions, and the Town should continue to apply this policy and procedure as its default method of identifying and assessing areas where speed and traffic are a concern.

Actions

A10. Continue implementing the traffic calming policy and procedure.

Speed Limits



A critical component of road user safety is the speed of traffic. There is a significant improvement in the outcomes of collisions between vehicles and vulnerable road users when the impact speed is lower. The risk drops from 60% at 50 km/h to 25% at 40 km/h¹.

While reducing speed limits can promote slower traffic speeds, the most important factor governing traffic speed is the design of the roadway. In recent years, a “vision zero” or “safe systems” approach to road safety has encouraged road design that sets the design speed equal to the posted speed limit (i.e. the actual desired speed of traffic). By designing a roadway to carry the intended speed of travel for drivers based on the street’s context, drivers are encouraged to follow the target speed, improving safety for all road users, especially vulnerable ones.

To improve road safety in Bracebridge, a default 40 km/h speed limit should be considered for all urban local and collector roads. Over time, roads with higher design speeds should be redesigned with geometry that encourages slower speeds, matching the posted and desired maximum speeds.

The Town should also continue to ensure that all design guidance is up to date and in line with this approach.

Actions

- A11.** Consider implementing a default 40 km/h speed limit on urban local and collector roads.
- A12.** Design all new roads as well as major rehabilitation and reconstruction projects with geometry that encourages slower speeds, matching the posted and desired maximum speeds.

¹Global Street Design Guide (NACTO, Global Designing Cities Initiative, 2013)

Road Classification



Road classification establishes a hierarchy of roadways based on the context of each corridor and the degree to which the corridor prioritizes serving mobility versus land access. The intended function of a road or street can range from arterial roadways that give a high priority to traffic movement to collector and local roadways that have a decreasing focus on traffic movement and an increasing priority on local property access.

With the push towards complete streets and multi-modal access, the road classification system should be updated to reflect this. The complete streets approach is being integrated through the following tools:

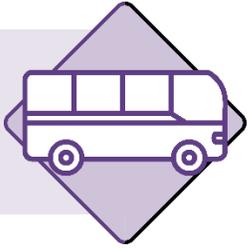
- » **Engineering Design Criteria and Standards Manual (Draft 2023):** This updated report defines new road classes as follows: urban residential (local), urban industrial/commercial (local), urban collector, urban arterial, suburban standard, and rural standard. It requires the construction of sidewalks for all new developments and bike lanes and/or trails in accordance with the 2014 Plan for Walking and Cycling (to be replaced by this Transportation Master Plan).
- » **Official Plan:** The next Official Plan review should update road classification definitions to match the aforementioned manual and include policies related to the provision of sidewalks and cycling facilities in line with the directions of the TMP, as well as the complete streets policy.

The Town of Bracebridge should also consider undertaking a periodic review to identify any corridors that may be functioning differently than their assigned class, or corridors where the desired function is different than their assigned class. With some road projects recommended in the TMP, the functions of these roads are changing (e.g. Quebec Street, Victoria Street). The periodic review should flag these to be changed in the next Official Plan update.

Actions

- A13.** Ensure all design guidance continues to be up to date with industry best practices on safe urban and rural street design.
- A14.** Undertake a periodic review to identify any corridors that may be functioning differently than their assigned road classification.

Transit



The 2021 Bracebridge Transit and Mobility 5-Year Business Plan outlines how Bracebridge Transit may evolve from a limited service targeted towards seniors and those without vehicle access, to a full-scale transit system which provides mobility options for all types of riders. The business plan proposes upgrading the existing hourly, one-way loop to two half-hourly bi-directional routes supplemented by on-demand and accessible transit service. The Town of Bracebridge should continue to implement its recommendations as planned.

As 2025 is approaching, it is time to start to think about the next five years beyond that. The next updated business plan should consider the following:

- » **Plan for rail:** The Province has announced a restoration of passenger rail between Toronto and Northern Ontario, with a stop in Bracebridge. This should be seen as an opportunity to capture seasonal ridership of those using the service to access cottages and tourism from the Greater Toronto Area, which is only possible if an effective last-kilometre service is in place.
- » **Continue the momentum of transit service improvements:** Transit ridership growth can be highly sensitive to service reductions, and it is therefore important that frequency continues to improve in lockstep with latent demand beyond the 5-year scope of the business plan.
- » **Encourage active transportation to complement transit service:** Safe and convenient active transportation infrastructure should be seen as a method of building transit ridership, allowing quick trips from the rider's origin to the nearest bus stop, or vice versa. This can be supported through bicycle racks at bus stops.

Actions

- A15.** Continue to implement the 2021 Bracebridge Transit and Mobility 5-Year Business Plan.
- A16.** Update the 5-Year Business Plan, including consideration for providing first and last mile connections at the passenger rail station, complementing active transportation, and continuing the momentum of service improvements and growth.

Sidewalk Infilling



Continuing to infill gaps in the sidewalk network is a key component to creating an accessible, equitable and safe public realm. Infilling sidewalk gaps should be prioritized based on the following criteria:

- » **Road classification:** Gaps on arterial and collector roads should be prioritized over local roads.
- » **Schools:** Gaps near schools or on key school walking routes should be prioritized, in line with the Town's objective of reducing reliance on school buses.
- » **Other pedestrian generators:** Gaps near generators such as libraries, community centres, parks, major trails, recreational facilities, seniors housing and higher-density housing should be prioritized.
- » **Transit stops:** Gaps near or leading to transit stops should be prioritized.
- » **Sidewalks on one or no sides:** If two corridors are being considered with all else being equal, the corridor with no sidewalks should be prioritized over the corridor with sidewalks on one side already.
- » **Desire lines:** The presence of a desire line—a short-cut path worn by repetitive pedestrian use—indicates existing demand for sidewalks that is not being met.

The Town of Bracebridge should develop an inventory of missing sidewalks and allocate consistent funding on an annual basis to complete the sidewalk network. A prioritization framework using a points system has been developed to aid decision makers. It is presented in the **Phase 2: Alternative Planning Solutions** report. This framework is intended to help identify the sidewalk projects that will provide the largest impact within the urban area.

Actions

- A17.** Develop an inventory of gaps in the sidewalk network.
- A18.** Apply the prioritization framework and integrate sidewalk construction projects into the annual capital budget process.

Active Transportation Programming

To maximize return on the considerable investment in the recommended walking and cycling facilities, it will be important to grow the community's walking and cycling culture. This can be achieved through various types of programs. Organized rides, festivals, "open streets" and other educational opportunities can all help grow active transportation uptake in Bracebridge.

The Town of Bracebridge should update its approach to active transportation programming and the delivery of other AT-supportive strategies. These could include the following:

- » Developing a cycling parking strategy (on public land, as well as on private in partnership with local businesses)
- » Holding more "open streets" events that turn streets over to pedestrians and cyclists

Actions

- A19.** Undertake a review of the Town's approach to active transportation programming.
- A20.** Continue to install bicycle parking on Town-owned land, including within the right-of-way, municipal parking lots, and at parks and community facilities.
- A21.** Consider creating a program working with the private sector to install appropriate cycling parking on private property.

New Technologies



As more and more people turn to electric vehicles, the provision of charging stations is critical to serving local residents and welcoming tourists. A network of charging stations would help mitigate the “range anxiety” that is commonly associated with EVs, helping to attract a growing demographic of drivers. Charging ports would help support tourism either as a final destination or as a refuelling stopover before continuing to other destinations.

Meanwhile, connected and autonomous vehicle (CAV) technologies are being actively developed and tested, with potential impacts that could improve the safety, efficiency and accessibility of the transportation landscape.

The Town of Bracebridge should seek partnerships in the provision of charging infrastructure. Potential partners included Lakeland Holdings, the local electrical distributor, which is an armlength extension of the Town.

The Town should also explore the Zero Emission Vehicle Infrastructure Program (ZEVIP) being delivered by Natural Resources Canada or similar programs as they emerge at the federal or provincial levels of government. The program seeks to increase the prevalence of charging and hydrogen refuelling stations through providing federal funding of up to 50% of the total project cost.

Finally, micromobility is a growing space in smaller communities. Micromobility can be delivered under a number of service concepts that included sharing systems for bicycles, e-bicycles, e-scooters, and more. These systems make it easier for residents and visitors to make use of active transportation facilities and can help reduce vehicle trips.

The Town should examine potential service concepts to deliver shared micromobility systems including vehicles such as bicycles, e-bicycles and e-scooters to help the uptake of active travel and non-automobile travel.

Actions

- A22.** Explore partnerships with public or private agencies or programs to deliver electric vehicle chargers, including Lakeland Holdings and the Zero Emission Vehicle Infrastructure Program.
- A23.** Consider the implementation of a micromobility sharing system (e.g. bicycles, e-bicycles, e-scooters).

Part 3: Implementing the Plan

Part 3 outlines the implementation plan for the Town of Bracebridge Transportation Master Plan. It presents a summary of the estimated costs to implement the proposed infrastructure projects.

It also presents a summary of the recommended action plan, and a monitoring program that tracks the implementation and impact of the TMP.

Costs

This Transportation Master Plan represents a significant investment in Bracebridge's transportation system, including its roads, cycling facilities and pedestrian network.

The cost estimates in this Plan were developed based on analysis of previous tenders and other sources. They are high-level estimates, and some variation is to be expected as recommended projects go through more detailed design and analysis. They are also likely to be less accurate the further into the future they are forecast. Costs should be refined and updated as more detailed analyses are completed.

Projects were grouped across the three planning horizons identified in the TMP: Short-term (through 2029), medium-term (through 2034), and the Plan's ultimate long-term horizon (through 2044). Cost estimates by jurisdiction, mode, and phase are summarized in **Table 7** and **Table 8**.

All projects and any other individual initiatives arising from this TMP that have significant capital or operating cost impacts will need to be approved by Bracebridge Council.

Table 7: Summary of Costs (in \$millions) – Town of Bracebridge

Phase	Roads*	Cycling	Walking	Total	Per Year
Short-Term – through 2029	\$4.70	\$0.38	\$0.03	\$5.11	\$1.02
Medium-Term – through 2034	\$7.10	\$0.38	-	\$7.48	\$1.50
Long-Term– through 2044	\$5.30	\$0.77	-	\$6.07	\$0.61
Total	\$17.10	\$1.53	\$0.03	\$18.66	\$0.93

* Roads estimates represent the high end of the given cost range. See **Chapter 7** for additional details.

Table 8: Summary of Costs (in \$millions) – District of Muskoka

Phase	Roads*	Cycling	Walking	Total	Per Year
Short-Term – through 2029	\$8.95	\$1.77	\$0.28	\$10.99	\$2.20
Medium-Term – through 2034	\$8.00	\$1.77	\$0.15	\$9.92	\$1.98
Long-Term– through 2044	\$4.00	\$3.54	-	\$7.54	\$0.75
Total	\$20.95	\$7.07	\$0.43	\$28.45	\$1.42

* Roads estimates represent the high end of the given cost range. See **Chapter 7** for additional details.

The actions outlined throughout this document represent the next steps to help the Town of Bracebridge adopt the recommended transportation solutions. Table 9 consolidates these actions.

Table 9: Action Plan Summary

ID	Action	Timing
A1	Integrate the preferred road infrastructure projects and studies into the annual capital budget process.	
A2	Integrate the preferred cycling network projects into the annual capital budget process, starting with the three key priority routes.	
A3	Identify opportunities to bundle cycling infrastructure construction with other capital works.	
A4	Continue to monitor the feasibility of the Desired Cycling Connection routes, seeking funding from higher levels of government and/or bundling cycling improvements within larger capital works projects, where possible.	
A5	Integrate the preferred pedestrian crossing projects into the annual capital budget process for the next eight years.	
A6	Continue identifying potential pedestrian crossing locations as the Town grows and needs and travel patterns change.	
A7	Finalize and formally adopt the complete streets policy.	
A8	Integrate the complete streets approach across all Town and District departments involved in road planning and engineering.	
A9	Integrate the considerations relating to site planning, parking requirements, mixed uses, pedestrian walksheds and access into new and updated policies and bylaws, including the next Official Plan update.	
A10	Continue implementing the traffic calming policy and procedure.	

Table 9: Action Plan Summary (continued)

ID	Action	Timing
A11	Consider implementing a default 40 km/h speed limit on urban local and collector roads.	
A12	Design all new roads as well as major rehabilitation and reconstruction projects with geometry that encourages slower speeds, matching the posted and desired maximum speeds.	
A13	Ensure all design guidance continues to be up to date with industry best practices on safe urban and rural street design.	
A14	Undertake a periodic review to identify any corridors that may be functioning differently than their assigned road classification.	
A15	Continue to implement the 2021 Bracebridge Transit and Mobility 5-Year Business Plan.	
A16	Update the 5-Year Business Plan, including consideration for providing first and last mile connections at the passenger rail station, complementing active transportation, and continuing the momentum of service improvements and growth.	
A17	Develop an inventory of gaps in the sidewalk network.	
A18	Apply the prioritization framework and integrate sidewalk construction projects into the annual capital budget process.	
A19	Undertake a review of the Town's approach to active transportation programming.	
A20	Continue to install bicycle parking on Town-owned land, including within the right-of-way, municipal parking lots, and at parks and community facilities.	
A21	Consider creating a program working with the private sector to install appropriate cycling parking on private property.	
A22	Explore partnerships with public or private agencies or programs to deliver electric vehicle chargers, including Lakeland Holdings and the Zero Emission Vehicle Infrastructure Program.	
A23	Consider the implementation of a micromobility sharing system (e.g. bicycles, e-bicycles, e-scooters).	

Monitoring and Updates

While this Transportation Master Plan presents a long-term road map for the Town, there are two additional key tasks that must be undertaken. First, there should be an emphasis on regular monitoring of both the progress of implementation of the plan and the impact it is having on the Town. Second, the TMP is a living document, and it will begin to change shortly after it is adopted. As underlying conditions change or progress in ways not envisioned, the Town should be considering undertaking an update to the study well before the 2043 planning horizon.

Plan Monitoring

There are two components to a monitoring program.

- » Measures of progress towards the implementation of the recommendations in this plan; and
- » Measures of performance of the transportation system that assess the effectiveness of this plan in achieving the Town's vision and goals

The monitoring program is presented below as **Table 10**. The worksheet should be completed annually. Note, however, that Census of Canada transportation data is only available at five-year intervals.

Updates

As Bracebridge continues to change and grow, the underlying conditions understood when developing the Transportation Master Plan will also change. It is important to regularly assess whether the TMP continues to respond to relevant needs. During this review, the Town should be considering the following questions:

- » Has growth occurred in Stratford as expected?
- » Have travel patterns shifted in a way that was not expected?
- » Have technological advancements changed local mobility in a major way?

A review every five years is recommended for master plans developed under the Municipal Class Environmental Assessment process recommends. This review will determine whether there is a need to undertake a formal TMP update at that time.

Table 10: Performance Monitoring Worksheet

Indicator	Data Source	Frequency	Data
Active Transportation			
Metres of infill sidewalks installed	Capital program	Annual	
Metres of cycling facilities installed	Capital program	Annual	
New pedestrian crossings installed	Capital program	Annual	
New bicycle parking racks installed	Capital program / partnerships	Annual	
Cycling network usage	Cordon counts	Annual	
Pedestrian volumes	Turing movement counts	Annual	
Transit			
Annual transit ridership	Bracebridge Transit	Annual	
Passengers per revenue-hour	Bracebridge Transit	Annual	
Total revenue-hours	Bracebridge Transit	Annual	
Average running speed	Bracebridge Transit	Annual	
Roads and Safety			
Reported collisions	Ontario Provincial Police	Annual	
Reported serious/fatal collisions	Ontario Provincial Police	Annual	
New traffic calming installations	Capital program	Annual	
New EV chargers installed	Capital program / partnerships	Annual	
Mode Share			
Commuting mode share – walking	Census of Canada	Every 5 Years	
Commuting mode share – cycling	Census of Canada	Every 5 Years	
Commuting mode share – transit	Census of Canada	Every 5 Years	
Commuting mode share – driver	Census of Canada	Every 5 Years	
Commuting mode share – passenger	Census of Canada	Every 5 Years	

Glossary

Accessibility: The design of services and environments to be inclusive for people who experience disabilities.

Active Transportation: As defined by the *Provincial Policy Statement (2020)*, active transportation, or **active travel**, refers to all forms of human-powered travel such as walking, cycling, skating or using a wheelchair. It also includes forms of power-assisted travel such as pedal-assist e-bikes, scooters and mobility devices.

All Ages and Abilities (AAA): Planning and designing the transportation system, including programming its uses, that enables use by people of all ages and with different physical abilities.

Arterial Roadway: A street classification designation characterized by high-capacity traffic whose primary function is vehicle movement and connect between provincial highways and other arterial or collector roads and serve as the primary connection between major activity centres.

Bicycle Boulevard: Also known as a neighbourhood bikeway, bicycle boulevards use a variety of traffic calming and bicycle priority measures to promote cycling along corridors. There is no space distinct from motorists provided, however, car speed and volume control measures are used to support cyclist safety.

Bike Lanes: Designated space for cyclists provided through pavement markings. Similarly, **buffered bike lanes** use a painted and hatched buffer to increase the distance between cyclists from other vehicular traffic, and improve safety and comfort of cyclists.

Capital Program: A long-term financial budget that outlines funding for capital assets, including transit, roads and cycling facilities, and guides decisions on what Town infrastructure will be built and repaired.

Complete Communities: Places such as mixed-use neighbourhoods that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living. This includes a mix of jobs, local stores and services, housing, transportation options and public service facilities.

Complete Streets: Roads that are built with the needs of all road users in mind – people who walk, use mobility aids, cycle, take transit, use a personal automobile, and carry commercial goods or support essential services. Complete streets have become increasingly important as communities shift to a multi-modal approach to transportation. They promote public health and liveability by enhancing the safety, comfort and accessibility of all road users.

Connected and Automated Vehicles

(CAVs): Connected vehicles (CV) refer to vehicles equipped with wireless communication technology that allows the vehicle to exchange information with other vehicles (V2V), roadside infrastructure (V2I) or the broader cloud of technologies (V2X). Automated Vehicles (AV) refers to passenger motor vehicles, commercial motor vehicles or streetcars equipped with driving technology that allow the vehicle to drive itself under certain circumstances.

Cycle Tracks: A type of cycling infrastructure that provides space designated for cyclist use behind the roadway curb. Cyclists are physically separated from vehicles through a curb in the boulevard.

Equity: In transportation, the provision of policies, funding, infrastructure and services in ways that are fair and aim to ensure that users, irrespective of race, ability, sex, class or any other social identity, can safely access transportation options.

Fused Grid: A street network pattern that integrates suburban-style streets (e.g. crescents, cul-de-sacs) for motor vehicles with a traditional grid pattern for pedestrians and cyclists.

Goods Movement: The movement of products and raw materials to businesses, consumers and industries by plane, freight rail or truck. Trucks, or commercial vehicles, are the primary consideration for goods movement in Bracebridge.

Land Use Planning: The process of regulating the use of land by a central authority. In Bracebridge, land use planning policies are outlined in the Official Plan, and ensures that the Town is planned and developed in a way that meets the existing and future goals of the community.

Micromobility: Micromobility refers to small, lightweight modes such as scooters, e-scooters, bikes, e-bikes and cargo bikes. Shared micromobility transport services (e.g. bike share systems) are becoming increasingly popular among active transportation users throughout Canada.

Mobility: The ability to travel and move from place to place conveniently and efficiently.

Mobility Choice: Also referred to as mode choice, mobility choice refers to the ability to choose between different forms of transportation that are safe, convenient and reliable based on personal needs or preferences, including walking, cycling, transit and driving.

Mode Share: The percentage of people using a particular mode of transportation.

Multi-Modal: Refers to a variety of transportation modes or methods and may include trips and facilities that incorporate more than one mode of transportation.

Multi-Use Path: As defined by the *Ontario Traffic Manual Book 18 – Cycling Facilities* (2021), a two-way path that is separated from the travelled portion of the roadway by a curb and buffer. In-boulevard multi-use paths are distinct from **multi-use trails**, which run in a dedicated corridor separate from the roadway. Both multi-use paths and trails are shared by cyclists and pedestrians.

On-Demand Transit: A technology-enabled shared transportation service that operates without a fixed route or timetabled journey, and instead has a flexible operating schedule and provides flexible routes and/or stops.

Open Streets: Programs where streets are opened to people and closed to cars. People traffic replaces car traffic, and the streets become “paved parks” where people of all ages, abilities, and social, economic, and background can interact and be active.

Paved Shoulders: The outer portion of a rural roadway adjacent to the travelled way used to accommodate stopped motor vehicles, emergency uses, pedestrians and cyclists. Higher-speed and higher-volume roads may include **buffered paved shoulders** to provide greater separation between cars and people riding bikes.

Pedestrian Walkshed: The pedestrian walkshed is the amount of area a pedestrian can walk in a given time period from a certain point. This distance is often impacted by transportation and land use planning decisions such as the shape of the street network and presence of pedestrian paths.

Placemaking: An approach to the planning, design and management of public space that aims to create memorable, quality public spaces that improve vitality.

Planning Horizon: A future point in time that a strategic plan looks toward. The Town of Bracebridge TMP considers the following planning horizon years: short-term (through 2029), medium-term (through 2034) and long-term (through 2044).

Protected Bike Lanes: Also known as physically separated cycling lanes or separated bike lanes, protected bike lanes are installed within the road pavement. They provide space designated for cyclist use and are physically separated from vehicles through the use of bollards, curbs, parked vehicles, rubber curbing, guide rail, etc.

Public Information Centre: An event or meeting held for members of the public to inform them about a study or project. The town of Bracebridge TMP study comprised of two public information centres hosted online.

Right-of-Way: A segment of municipally owned land, also called a municipal road allowance, that includes roadways, sidewalks and lands bordering roadways.

Roundabout: A type of intersection that could be considered to improve safety and traffic movement. Compared to conventional intersections, roundabouts can lead to improved safety, fewer severe collisions, reduced operation and maintenance costs, reduced emissions, and improved traffic flow.

Road Classification: A road management tool that establishes a hierarchy of roads based on each roadway's context and the degree to which the segment prioritizes serving mobility versus land access needs.

Signed Cycling Route: Also known as mixed traffic operation, signed routes are a type of shared facility that features signage and optional pavement markings (sharrows) to remind road users that cyclists share the roadway with other vehicles.

Sustainability: Generally, sustainability refers to meeting the needs of the present without compromising the needs of future generations. Sustainability in the context of this TMP is largely focused on the environment and considers the conservation of natural resources and the protection of environment, as well as supporting the health and wellbeing of people.

Traffic Calming: Physical measures or programs intended to reduce driver speed or through traffic and improve safety conditions for all road users. **Soft or passive** traffic calming refers to the installation of visual cues (e.g. signage, line painting), while **hard traffic calming** refers to physical changes to the street (e.g. speed humps, median islands).

Transportation Master Plan (TMP): A long-term strategic document that guides the planning, development, renewal and management of a multi-modal transportation system.

Transportation Network: All routes and modes of transportation through the Town and District and how they are connected.

Transportation Solutions: The infrastructure improvements and strategies recommended to responded to the identified transportation needs and opportunities in Bracebridge.

Transportation System: A system consisting of transportation networks, infrastructure, facilities, strategies, programs and policies for the movement of people and goods.

Vision Zero: A road traffic safety philosophy and strategy adopted by many cities that is focused on eliminating traffic-related fatalities and serious injuries by recognizing how street design influences behaviour of all road users.

Vulnerable Road Users: Pedestrians, cyclists and motorcyclists are more vulnerable than those in a car, truck or bus to injury or death in the event of a collision. Pedestrians, especially children, older adults and people with disabilities, are the most vulnerable.

Zero-Emission Vehicles (ZEVs): A vehicle, such as an electric vehicle (EV) that does not emit tailpipe exhaust gas or other pollutants and could be a key contributor to achieving local and Federal transportation sector greenhouse gas emissions reduction targets.

Zoning By-Law: A by-law set out in an Official Plan that identifies general policies for future land use. A zoning by-law controls the use of land in a community and contains specific requirements that are legally enforceable.