

Appendix A

Stakeholder Consultation



BURNSIDE



Innisfil

would assist in the identification of projects and alternative strategies. Following this POH, a survey was sent to all residents to collect information on travel behaviour, needs, issues and priorities. There were a total of 724 survey responses collected between August and September 2021.

The second POH was held on January 27, 2022 to summarize the preliminary preferred alternative, which included travel demand management, active transportation, transit and road components. Supporting strategies and policies were also presented to the public.

A formal presentation was delivered for both POHs, each followed by a facilitated question and answer period. The notice of commencement, POH documentation and survey results summary are provided in Attachment 1.

1.2 Technical Advisory Committee Meetings

Three Technical Advisory Committee (TAC) meetings with Town staff and external stakeholders were held on the following dates:

- August 11, 2021 – TAC Meeting 1 to provide an overview of the TMP study objectives and preliminary needs and opportunities.
- January 13, 2022 – TAC Meeting 2 to summarize the identification and evaluation of alternative strategies.
- May 9, 2022 – TAC Meeting 3 to summarize the draft preferred strategy, recommendations and supporting strategies and policies.

Relevant technical agencies were invited to participate, including the County of Simcoe, Town of New Tecumseth, Town of Bradford West Gwillimbury, Township of Essa, City of Barrie, Ministry of Transportation (MTO), Metrolinx, Lake Simcoe Region Conservation Authority (LSRC), Nottawasaga Valley Conservation Authority (NVCA), InnPower and InnServices.

The TAC meetings were held in a virtual format on Microsoft Teams due to the considerations of provincial public measures and participant's health and safety during the COVID-19 pandemic. A presentation was provided at each TAC meeting and was followed by a discussion period where attendees could ask questions and receive further information.

Technical agency consultation and TAC meeting minutes are included in Attachment 2.

1.3 Indigenous Communities

Letters and the notices were sent by email/mail to Indigenous communities. MECP has developed guidance on the steps to rights-based consultation with Indigenous communities. Eight indigenous communities with a potential interest in the project were identified through correspondence provided to the following communities:

- Chippewas of Georgina Island
- Beausoleil First Nation
- Chippewas of Mnjikaning First Nation (Rama)

- Chippewas of Nawash First Nation
- Nation Huronne-Wendat
- Saugeen First Nation
- Saugeen Ojibway Nation (SON)
- Métis Nation of Ontario
- Williams Treaty First Nation

A summary of communication with identified Indigenous communities was maintained by Burnside on the Project Contact List and included in Attachment 3.

1.4 Ongoing Consultation

Comments were received from stakeholders throughout the study. After the Notice of Study Completion was issued, the 30-day review period began whereby comments were received and incorporated into the final report where appropriate. The last day to submit comments was originally September 30, 2022, which was later extended to October 7, 2022. Input received throughout the study and during the 30-day review is documented in Attachment 4.



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Attachment 1

**Notice of Commencement
Public Open House Documents
Travel Survey Results**

**NOTICE OF COMMENCEMENT AND
PUBLIC INFORMATION CENTRE # 1
2021 Transportation Master Plan Update**



Overview

The Town of Innisfil has initiated a 2021 Transportation Master Plan (TMP) to update the TMP completed in 2018. The study will assess the needs and opportunities of the transportation system and set a long-term transportation vision and strategy for the Town to address mobility needs to 2041 and beyond. The TMP Update will be guided by other policy documents from the Province and the Town such as *2020 – 2030 Innovative Innisfil*. The study will be exploring how the transportation system can help achieve the Town's broader objectives with regards to sustainability, climate change, innovation, economic growth and fiscal responsibility.

Process

The study will be carried out in accordance with the Transportation Master Plan process as defined by the Municipal Class Environmental Assessment (MCEA). Consistent with the Phases 1 and 2 of the Municipal Class Environmental process, the first Public Information Centre is being held to inform the public about the steps involved in this work and to gather feedback on the alternative solutions being considered.

Your Feedback is Important to Us!

Details:

We want to hear from you! You are invited to attend a Public Information Centre on **Wednesday, August 25, 2021** and provide your input. Your attendance at this meeting is important to help the study team identify transportation related opportunities, challenges, and improvements to develop and evaluate transportation solutions for the municipality.

Due to continuing efforts to contain the spread of COVID-19 and to protect individuals, the public information centre will be held virtually.

Date Wednesday, August 25, 2021
Time 6:00 PM – 7:00 PM

Format:

The Public Information Centre will provide a brief presentation followed by a question-and-answer session. All interested parties are invited to attend the public meeting and provide their input to the study team.

Zoom meeting link:

<https://zoom.us/j/94499333271?pwd=Zk9JSEhRVmZLbWlway9weW94K2xGUT09>

Meeting ID: 944 9933 3271

Passcode: 657376

Details are available at <https://www.getinvolvedinnisfil.ca/tmplan>

A public survey will be launched following the Public Information Centre.

More Information:

If you are unable to attend the meeting, all consultation materials will be uploaded onto the study webpage. This can be accessed from <https://www.getinvolvedinnisfil.ca/tmplan>

Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and communication under the Accessibility for Ontarians with Disabilities Act, 2005. Please note information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This Notice First Issued on **July 27, 2021**.

**NOTICE OF COMMENCEMENT AND
PUBLIC INFORMATION CENTRE # 1
2021 Transportation Master Plan Update**



Should you wish to submit additional questions or comments to the study team, please contact one of the study project managers:

Meredith Goodwin, C.E.T
Capital Project Manager
Town of Innisfil
T: 705-436-3740
mgoodwin@innisfil.ca

Ray Bacquie, P.Eng. MBA
Consultant Project Manager
R.J. Burnside & Associates Limited
T: 905-821-5891
Ray.Bacquie@rjburnside.com



Public Open House #1

2021 Transportation Master Plan

August 25, 2021

Project Team

Town of Innisfil

Meredith Goodwin, C.E.T

Project Manager
Capital Project Manager, Engineering
Town of Innisfil

Carolina Cautillo

Project Manager
Roads, Traffic, and Transportation
Town of Innisfil

Paul Pentikainen, MCIP, RPP

Senior Policy Planner
Town of Innisfil

Consultant Team

Ray Bacquie, P.Eng., MBA

Consultant Project Manager
Sr. Vice President, Transportation
R.J. Burnside & Associates

Gordon Hui, B.A.Sc

Senior Transportation Planner
R.J. Burnside & Associates

Overview

- Study Objectives
- Study Context
- Needs and Opportunities
- Environmental, Cultural, and Social Objectives
- Vision and Alternative Strategies
- Next Steps

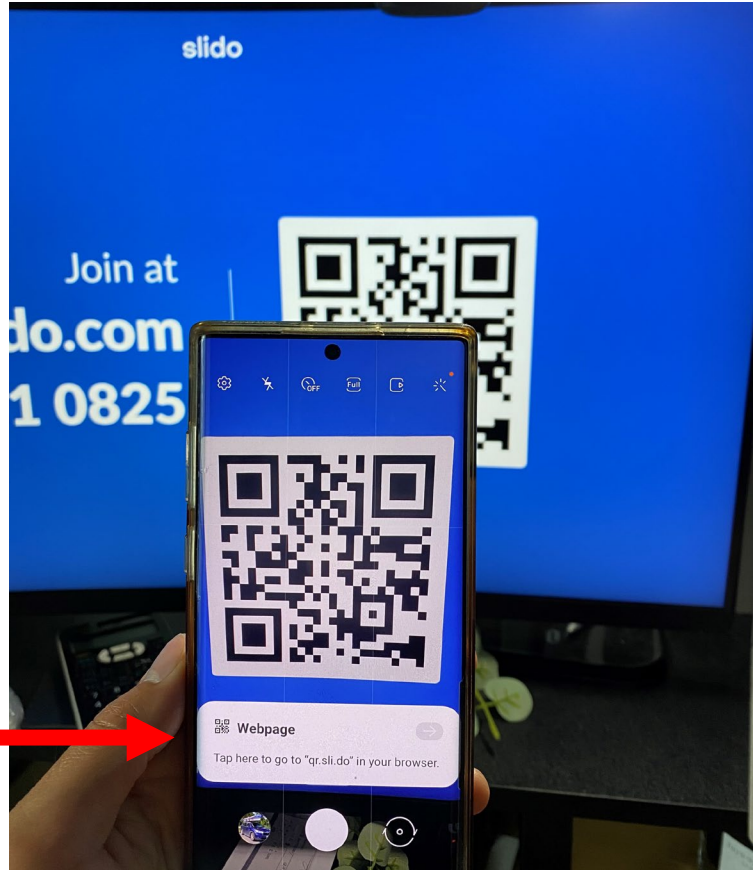
Participate!

To participate in our polls throughout this session, you can:

Use a QR Code:



OR



Visit: slido.com
Enter Code: 210825



Study Objectives

Study Objectives

To plan for future growth, the Town of Innisfil will need to:



Update the last Transportation Plan to identify needs and solutions to the year 2041 and 2051



Establish a blueprint for the Town to develop its future transportation network



Develop sidewalk, trail policies and pedestrian crossing policies



Confirm complete streets policies



Enhance the Town's connectivity to the County and inter-regional transportation network

Study Approach and Consultation

Phase 1 Problem Or Opportunity

- **Identify Natural, Social and Cultural Heritage Assets**
- **Assess Existing and Future Needs and Opportunities**
 - Road, transit, active transportation and safety needs
 - Planned growth and transportation forecasting
 - Future needs and opportunities

Public Information Centre # 1

Phase 2 Alternative Solutions

- **Identify and Analyze Alternative Solutions (Strategies)**
- **Evaluation and Selection of Preferred Alternative**
- **Preferred Network Solution (Strategy)**

Public Information Centre # 2

Future Phases Not within this study

- **Phase 3:** Alternative Design Concepts for Preferred Solution
- **Phase 4:** Schedule C Environmental Study Report
- **Phase 5:** Implementation

Continuous Collaboration

The Transportation Master Plan will be carried out in accordance with the Municipal Class Environmental Assessment (MCEA) process.

Guiding Documents

Provincial

- Provincial Policy Statement (PPS)
- A Place to Grow Growth Plan for the GGHA
- Metrolinx Regional Transportation Plan
- Simcoe Area Multi-Modal Transportation Strategy
- Barrie GO Rail Expansion
- Provincial Environmental Policies
- Highway 400/Innisfil Beach Road Overpass

County

- Simcoe County Official Plan
- 2021 Transportation Master Plan
- Trails Strategy
- Transit Feasibility and Implementation Study
- 5-Year Economic Strategy

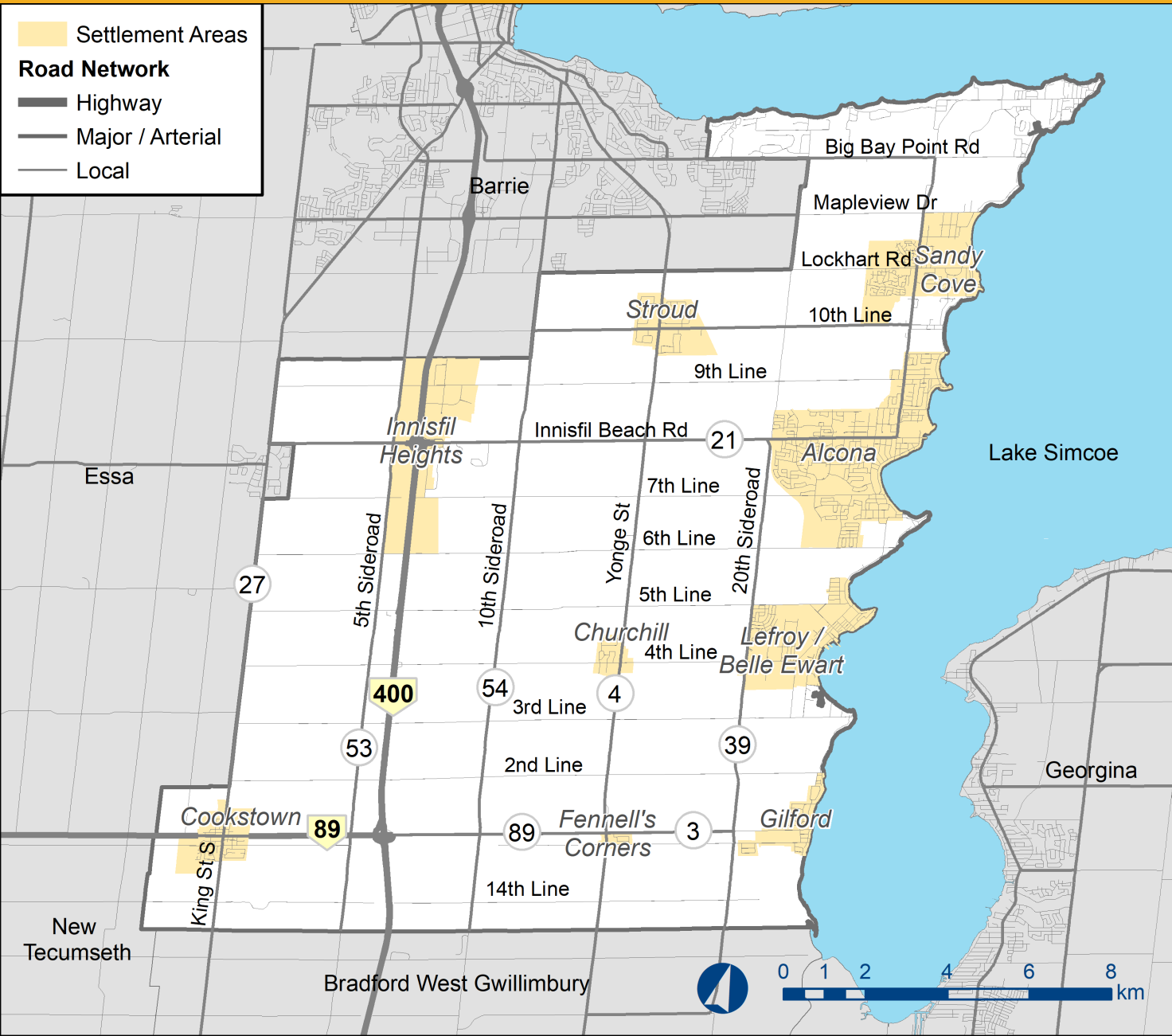
Town

- Official Plan (“Our Place”)
- Strategic Plan (“Innovative Innisfil 2030”)
- The Orbit: Innisfil Community
- 2018 Transportation Master Plan
- Cultural Master Plan
- Tourism Destination Master Plan
- Trails Master Plan
- Highway 400 / 6th Line Interchange



Study Context

Urban Structure



Settlement Areas

- Cookstown
- Innisfil Heights
- Stroud
- Churchill
- Fennell's
- Sandy Cove
- Alcona
- Lefroy/Belle Ewart
- Gilford

Strategic Employment Area

- Innisfil Heights

Major Transit Station Area (MTSA)

- Innisfil GO Station area in Alcona

Travel Characteristics

Trip Generation

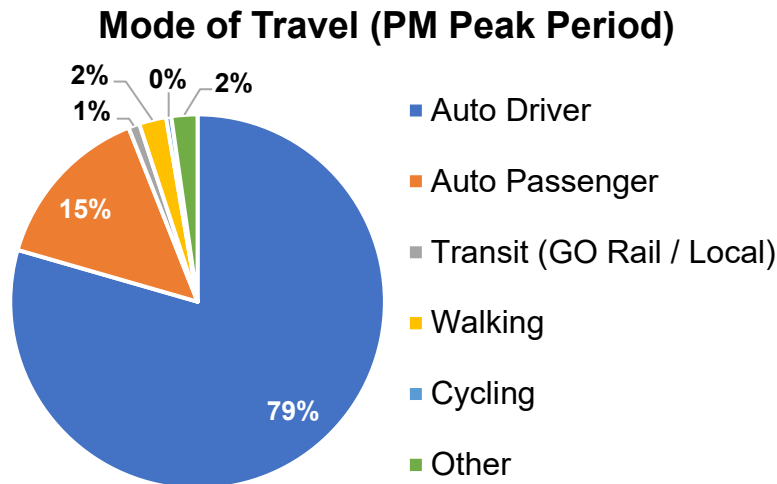
- 9,000 outbound trips during the AM peak period
- 10,000 inbound trips during the PM peak period

Trip Patterns (Origin-Destination)

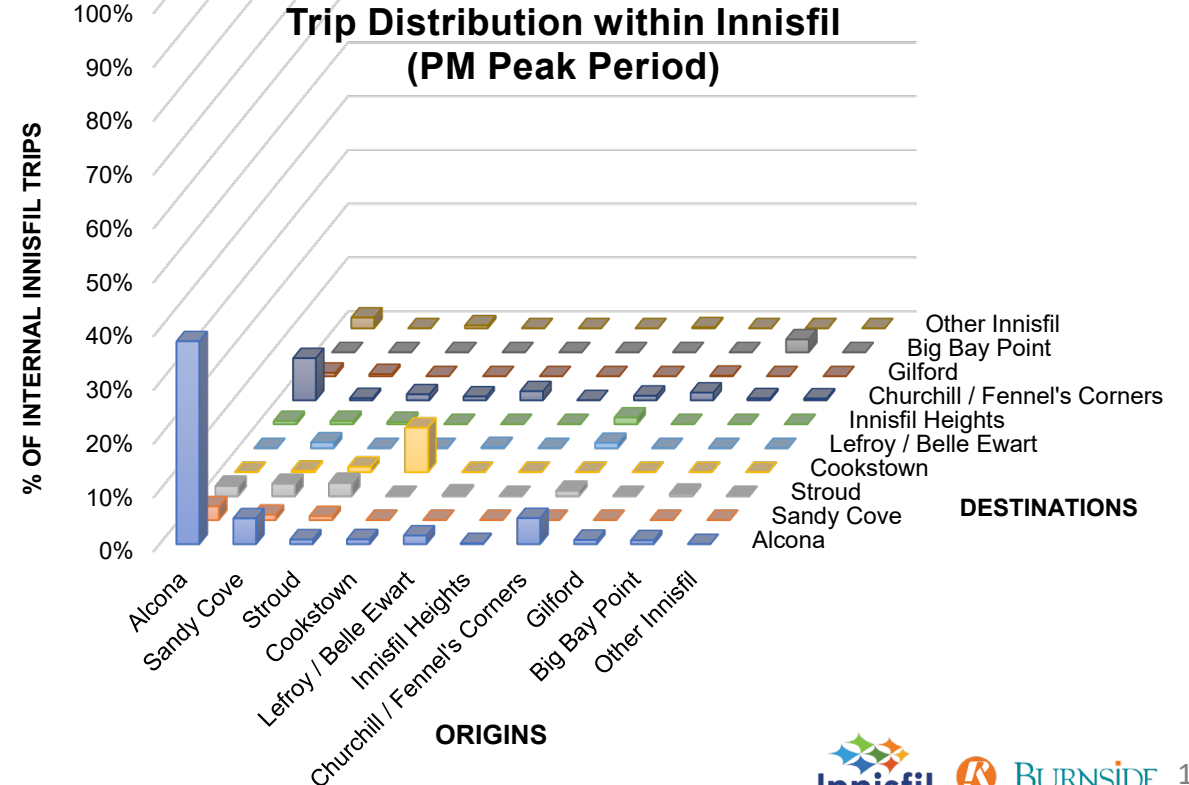
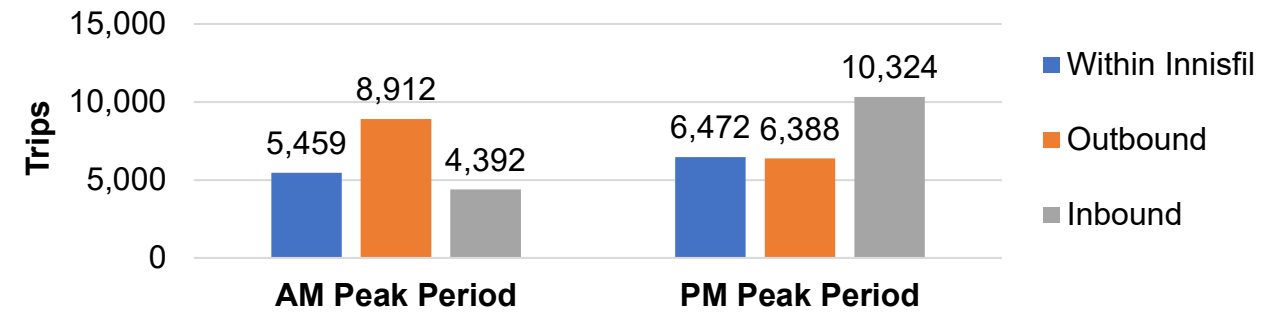
- 68% of internal Town trips are to/from Alcona during the peak period
- Majority of external trips are oriented to Barrie and the rest of Simcoe County

Modal Split

- Most trips are auto-based





Trip Distribution





Land Use Forecasts

	 Population	 Employment
2021	47,600	8,600
2031	60,300	13,100
2041	76,400	15,100
2051	100,000 *	Subject to Further Analysis

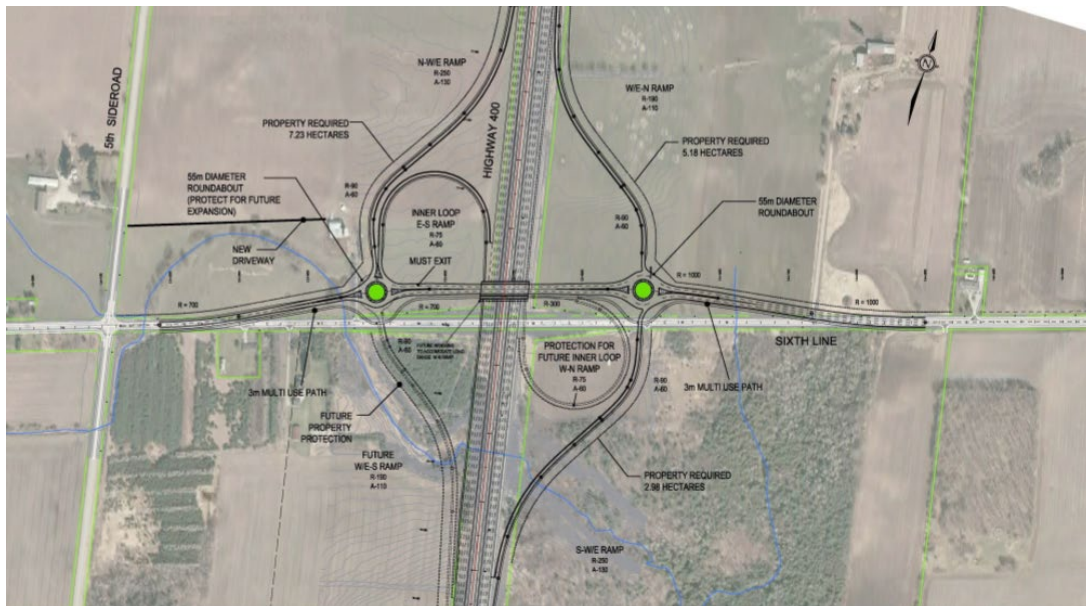
** Being used for Master Planning exercises*

Transportation Needs and Opportunities

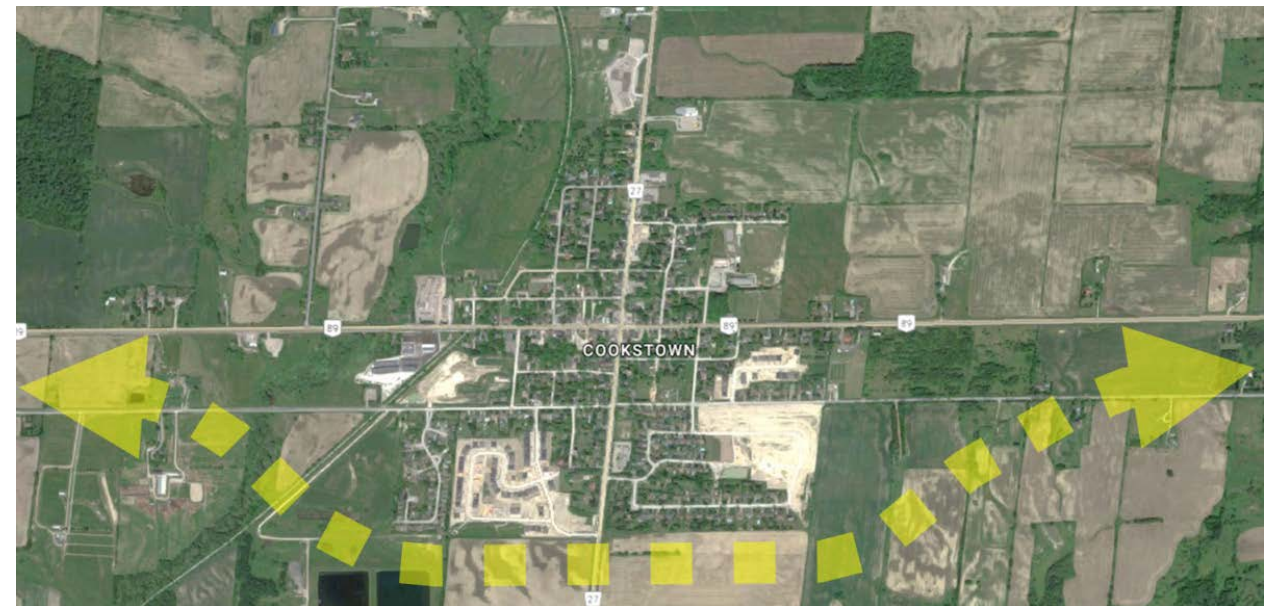
Road Needs and Opportunities

Provincial Roads - Planned and Budgeted Improvements

Road / Intersection	From	To	Improvement	Timeline	Status	Source
Highway 400	1 km South of Highway 89	Highway 11	3 to 5 lanes (per direction) including a HOV lane	2031	Budgeted	MTO Highway 400 Improvements ESR
6th Line Interchange / Highway 400			New interchange	2031	Budgeted	6th Line ESR
Highway 89 East-West Link Improvements			Cookstown Alternate Route	-	Proposed	2018 TMP



6th Line Interchange



Highway 89 East-West Link Improvements

Road Needs and Opportunities

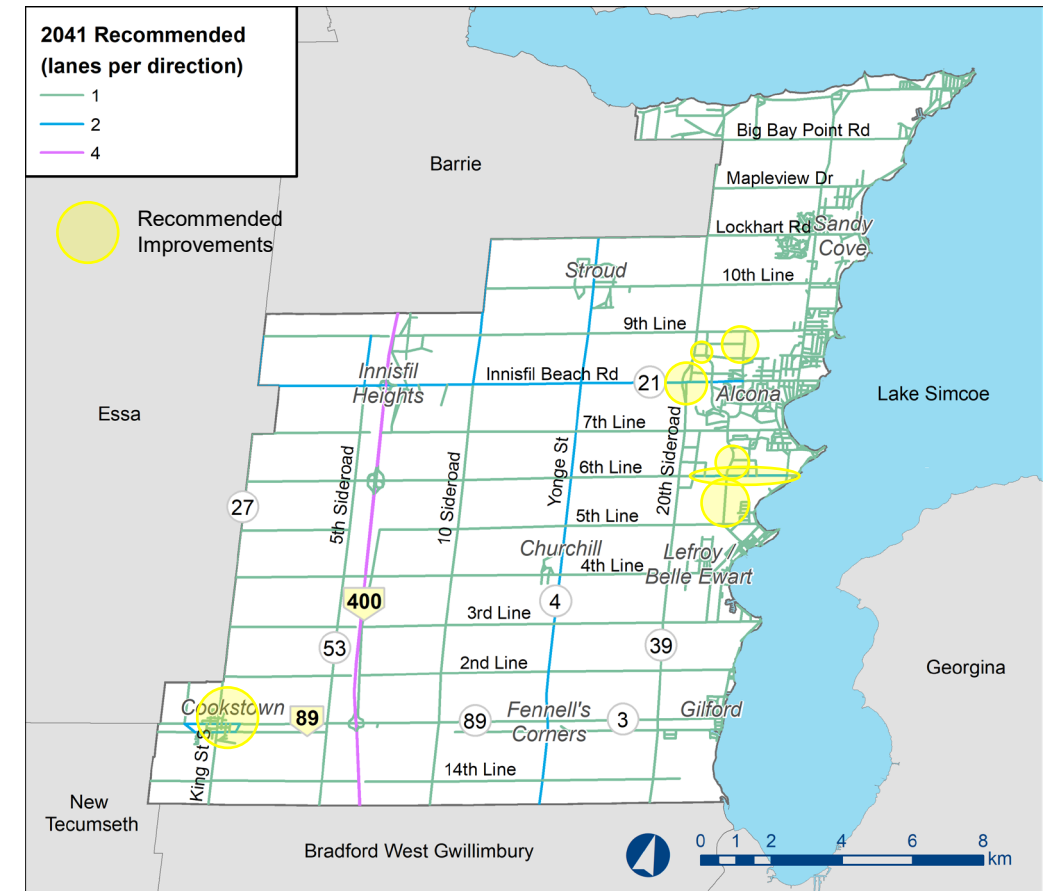
County Roads - Planned and Budgeted Improvements

Road	From	To	Improvement	Timeline	Status	Source
County Road 4 (Yonge Street)	County Road 89	Barrie City Limit	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 4 (Yonge Street)	Bradford Boundary (8th Line)	County Road 89	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 21 (Innisfil Beach Road)	County Road 27	County Road 39 (20th Sideroad)	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 53 (5th Sideroad)	County Road 21 (Innisfil Beach Road)	Barrie City Limit	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 54 (10th Sideroad)	County Road 21 (Innisfil Beach Road)	Barrie City Limit	2 to 4 lane widening	Beyond 2031	Proposed *	Simcoe County TMP (2014)

Road Capacity Planned Improvements / Opportunities

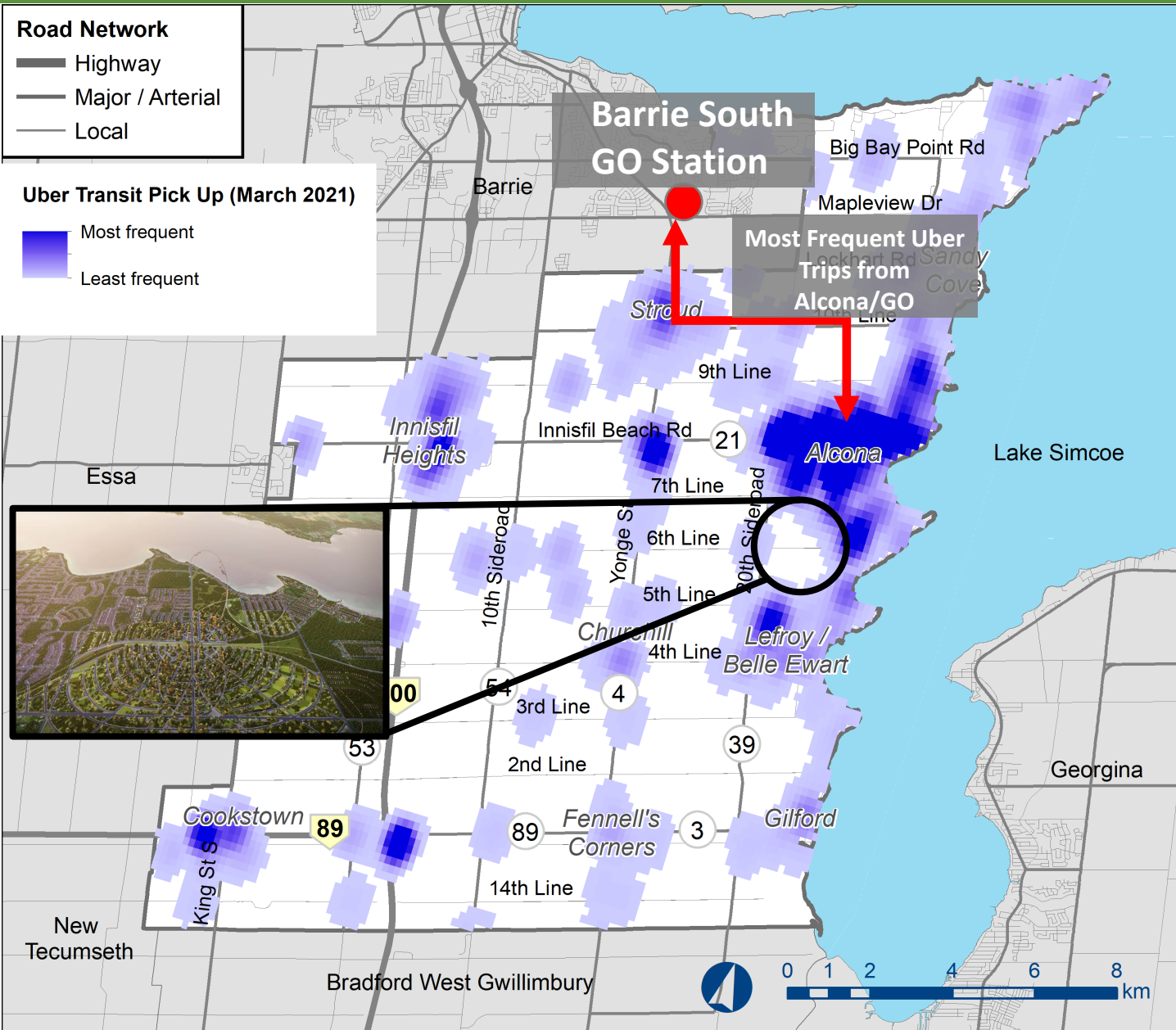
The previous *Transportation Master Plan* (2018) identified the following additional road improvements to address future 2041 conditions:

Road	From	To	Improvement	Priority
Webster Boulevard	North Limit	20th Sideroad	Extension	Short-Term
Highway 89 East-West Link	West of Cookstown	East of Cookstown	Alternate Route	Short-Term
Webster Boulevard	Quarry Drive	6th Line	Extension	Short-Term
Jans Boulevard	North Limit	9th Line	Extension	Short-Term
6th Line	20th Sideroad	Angus Street	Widening	Short-Term
20th Sideroad Bypass	Leslie Drive	South of Innisfil Beach Road	Bypass	Medium-Term (2031)
Webster Boulevard	6th Line	5th Line	Extension	Medium-Term (2031)
6th Line	County Road 53 (5th Sideroad)	20th Sideroad	Widening *	Long-Term (Beyond 2031)



* Map does not include proposed improvements deemed a long-term priority

Transit Needs and Opportunities



Existing Transit System

GO Transit

- GO bus route (Barrie Transit Terminal to the Aurora GO Transit Station)

Simcoe Lynx Transit

- No significant connections to Innisfil origins or destinations

Innisfil Transit

- Town & Uber on-demand transit (since 2017): **reliable, affordable, serving all residents**
- Alcona to/from Barrie South GO Station is a frequent Uber route

Transit Plans and Opportunities

- Innisfil GO Station** will be located on 6th Line in the heart of the planned Orbit development
- Innisfil Transit** will be scaled, and fixed bus route alternatives will be explored

Pedestrian Needs and Opportunities

Proposed Pedestrian Improvements

In the 2018 TMP, a total of 7.61km of sidewalk improvements were recommended. These will be further confirmed using the sidewalk prioritization scoring system.

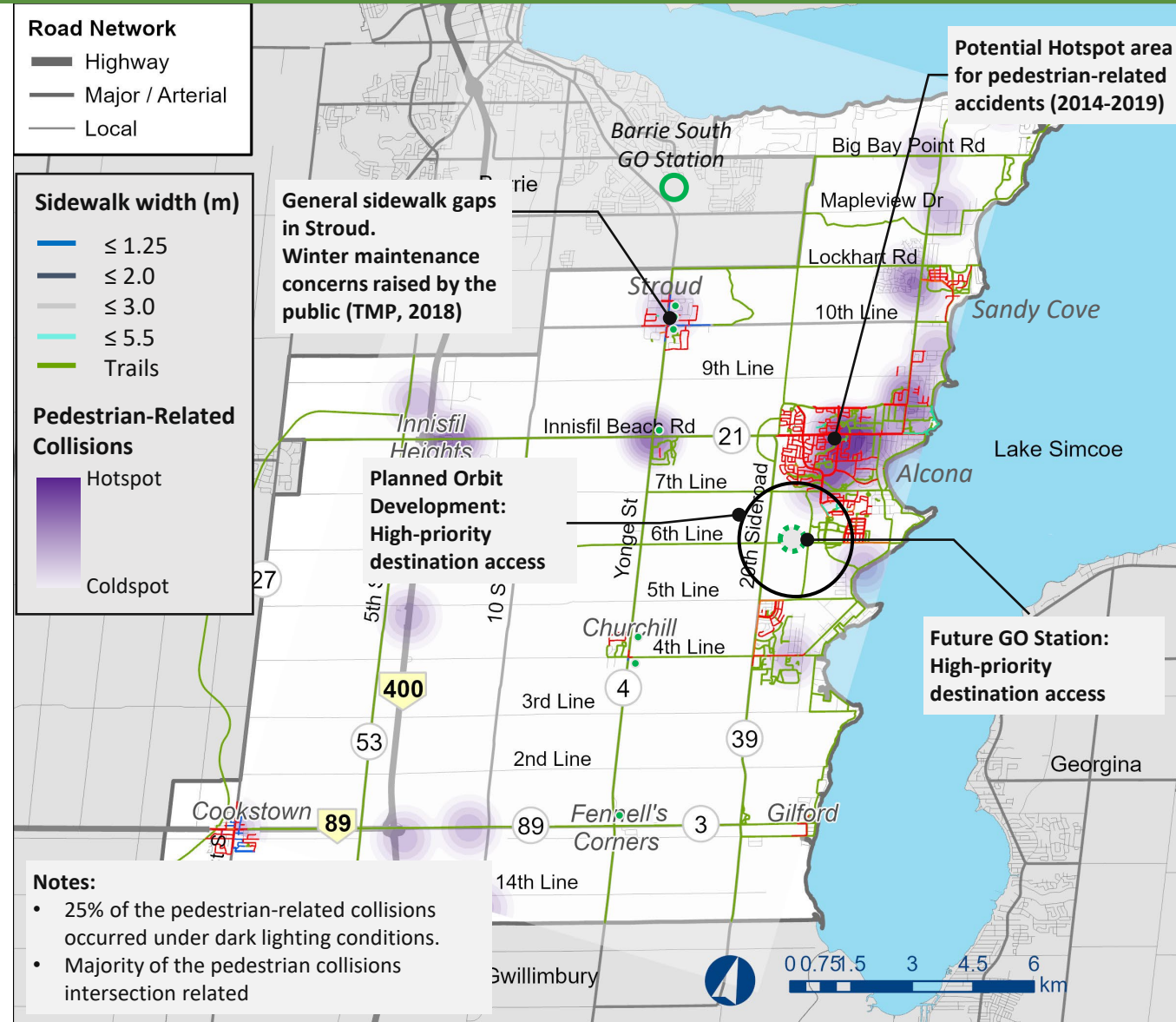
Area	Short Term	Medium Term
Alcona	0.33	3.38
Churchill	-	1.52
Cookstown	0.32	-
Gilford	1.24	-
Lefroy	-	0.14
Leonard's Beach	-	0.68
Subtotal (km)	1.89	5.72
Total (km)	7.61	

Sidewalk Prioritization Policy – Scoring Criteria

- Existing Sidewalk Condition
- AODA Requirements
- Identified in Trail Master Plan
- Land use, trip generators
- Road characteristics
- Public Support
- Constructability / Cost
- Safety Trends

Other Pedestrian Needs and Opportunities

- Pedestrian Crossing needs
- Comfort, convenience and walkability



Cycling Needs and Opportunities

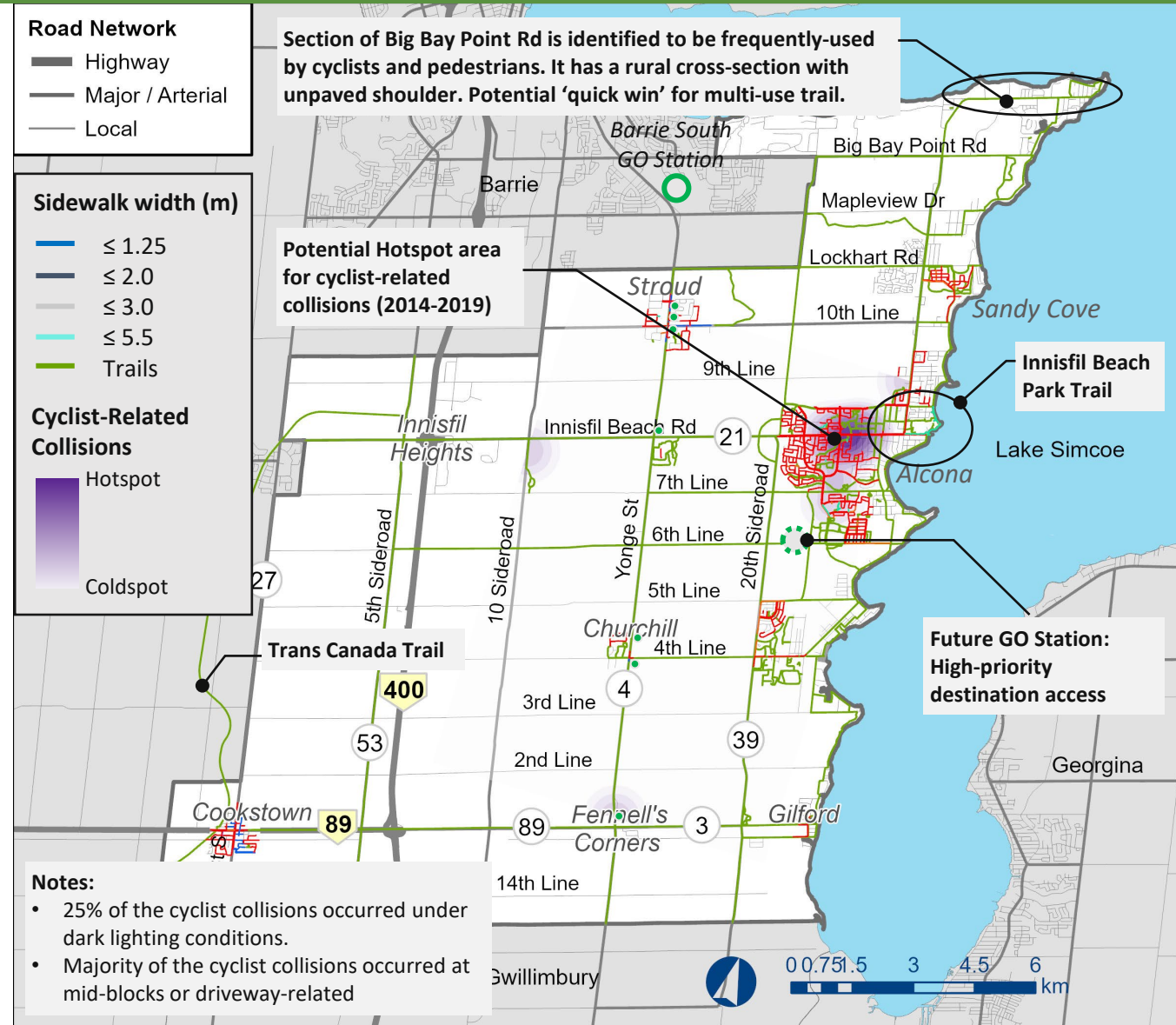
Proposed Cycling Network Improvements

In the 2018 TMP, a total of 74.21km of **cycling network improvements** were recommended. These will be further confirmed with detailed needs justification and analysis.

Area	Short Term	Medium Term	Long Term
Alcona	13.6	6.59	0.51
Churchill	1.37	-	-
Gilford	4.1	-	-
Lefroy	5.45	8.83	3.3
Rural	18.02	2.14	10.3
Subtotal (km)	42.54	17.56	14.11
Total (km)	74.21		

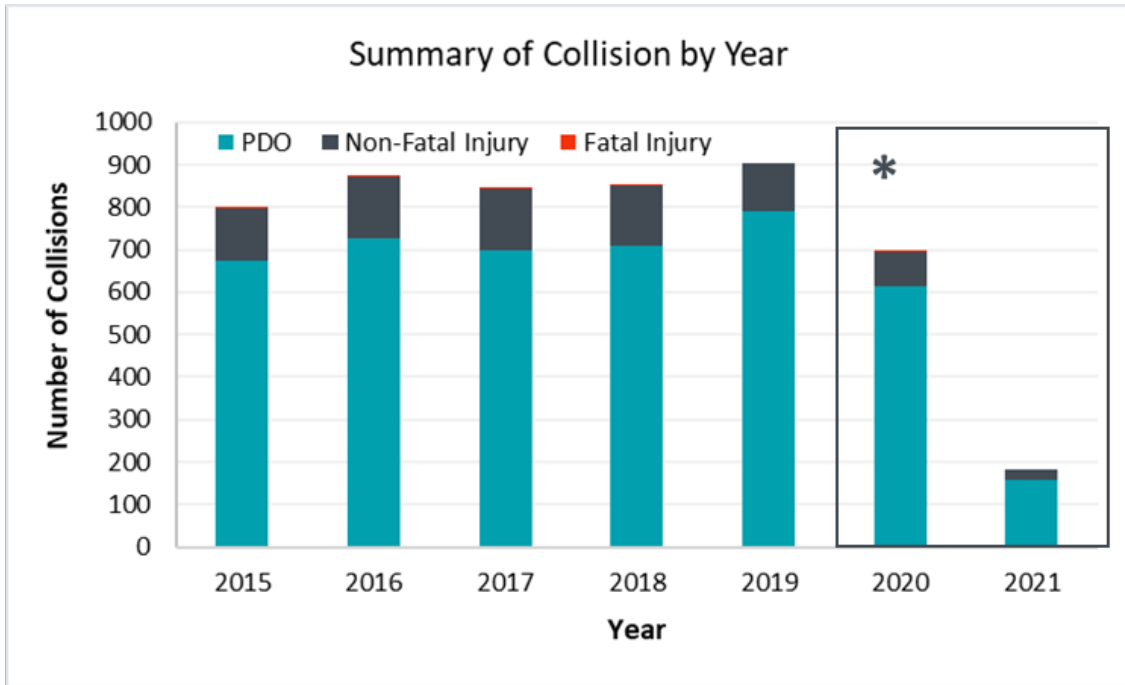
Confirming Cycling Network Improvements

- Routes designated in the Trails Master Plan
- Proximity and connections to major trip generators
- Anticipated cycling demand
- Network connectivity
- Use of street by vulnerable road users
- Safety considerations (vehicle speed and volumes)
- Existing and planned ROW widths
- Natural environment constraints
- Corridor environment (geometry, accesses)

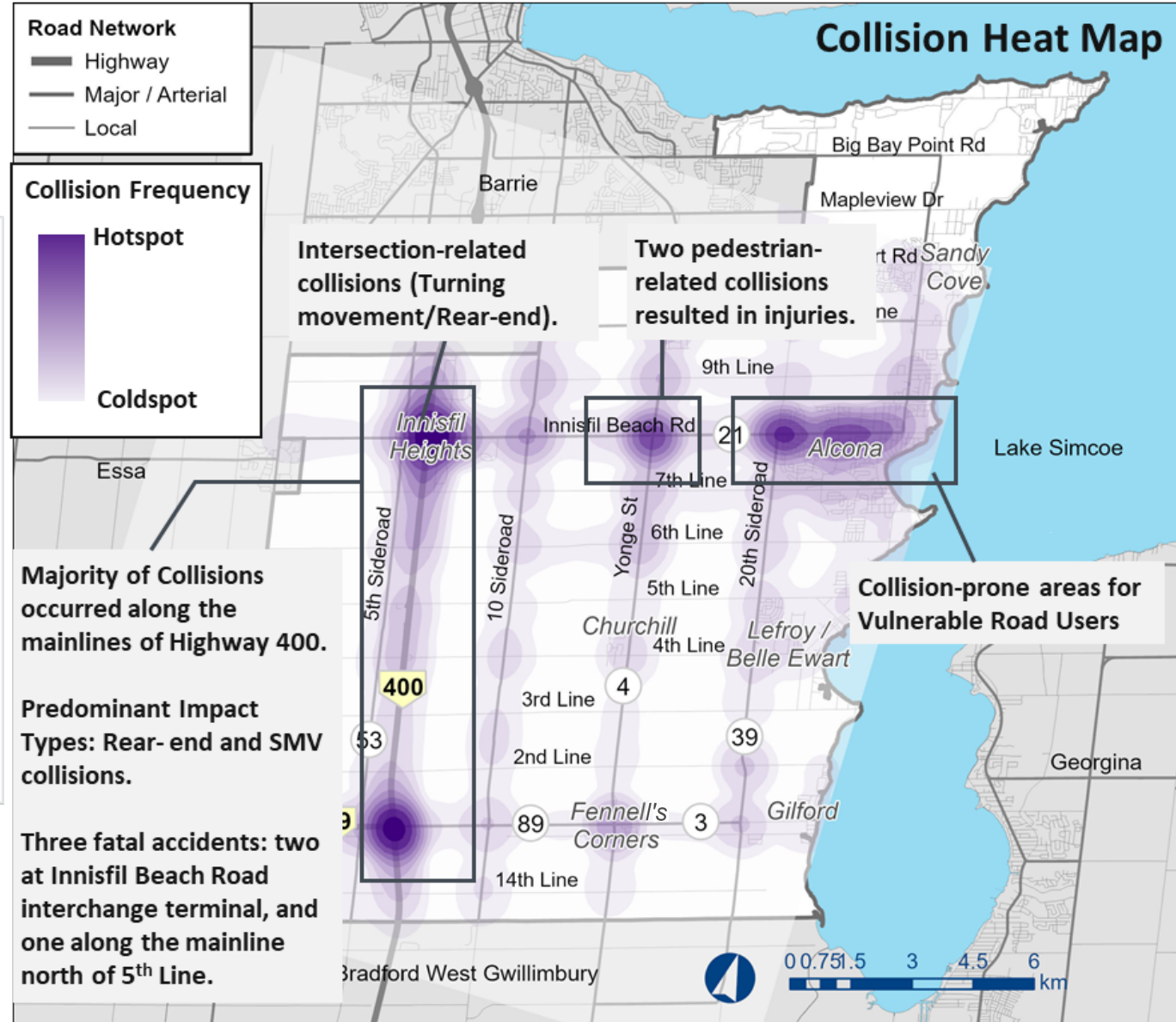


Traffic Safety Needs and Opportunities

- Town's collision data was reviewed
- 5-year of collision records (2015-2019) were used for analysis



* Covid Period: The reduction in collision is likely due to the reduced traffic exposure due to the pandemic. Data for 2021 is incomplete.



Preliminary Assessment of Needs and Opportunities

Road Capacity

- Congestion throughout Highway 400 between Highway 89 and Highway 11 requiring extra capacity by 2031
- The need for additional east-west capacity in the Cookstown area
- Improvements to Innisfil Beach Road near Alcona and Innisfil Heights due to congestion
- North-south connectivity in Alcona to the future GO station

Operations and Safety

- Policies required for safe pedestrian crossings
- Protecting vulnerable road users such as pedestrians and cyclists in hot spot areas
- Improving traffic operations at key intersections
- Reviewing road classifications due to future infrastructure (ex. future GO station and interchange)

Active Transportation

- Upgrade active transportation infrastructure in key destination areas such as the future GO Station, Big Bay Point Road
- Introducing sidewalks in Stroud where there are gaps in the sidewalk network
- Assessing require road right-of-way for future improvements

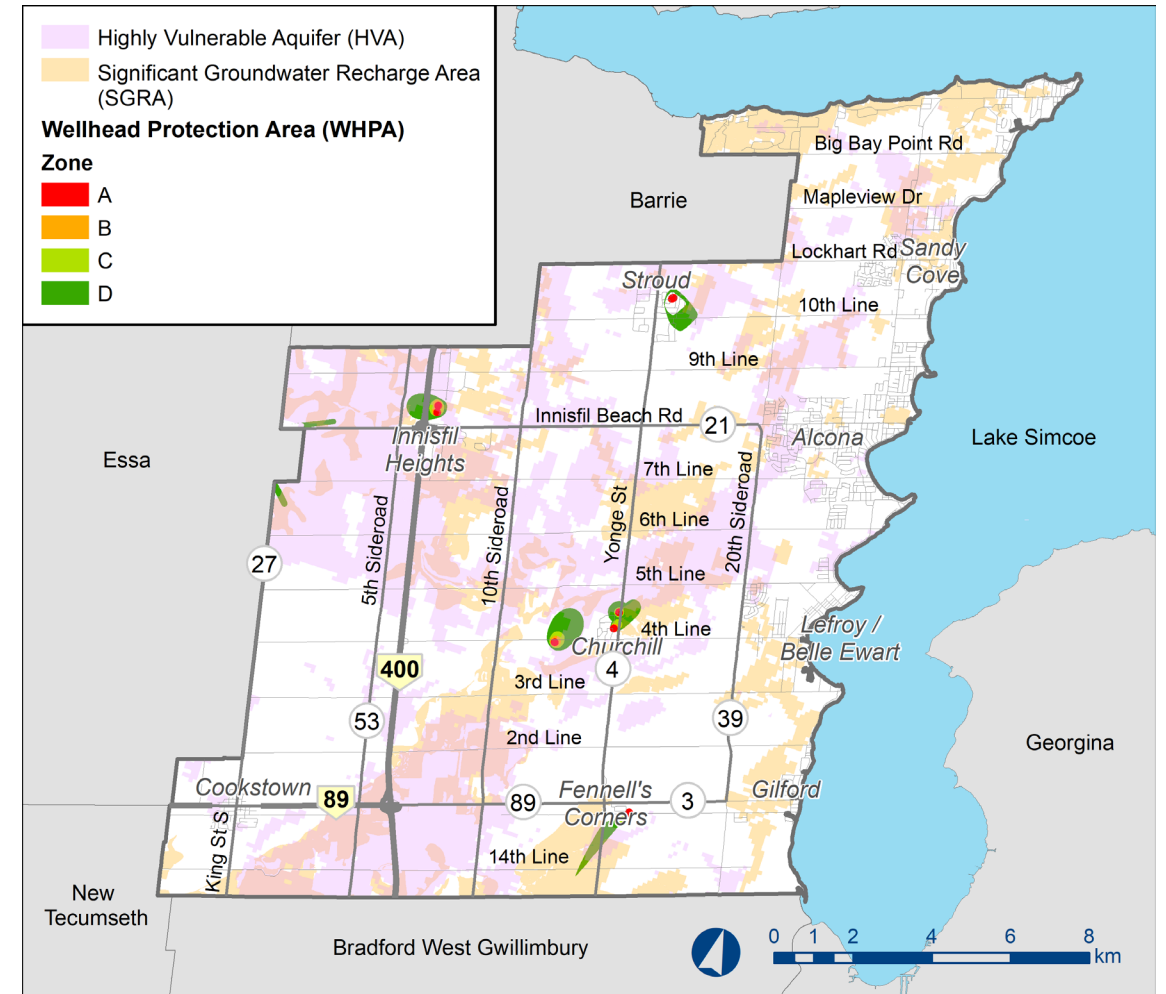
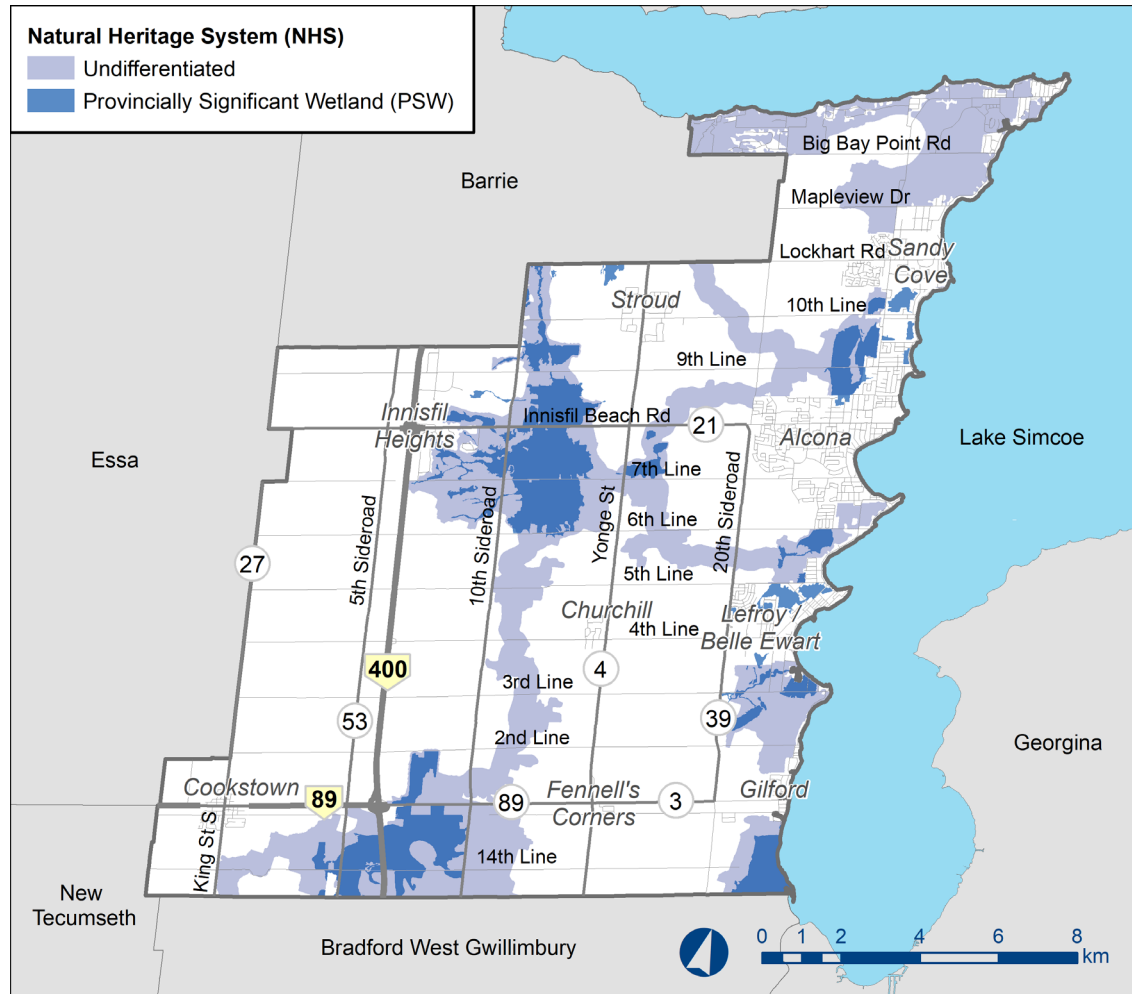
Transit

- Maximize efficient connectivity to the new GO Rail station
- Explore dynamic routing and/or fixed route options to enhance the current Innisfil Uber Transit system
- Supplementing first/last kilometre of transit trips by leveraging emerging technologies such as shared bikes, scooters, etc

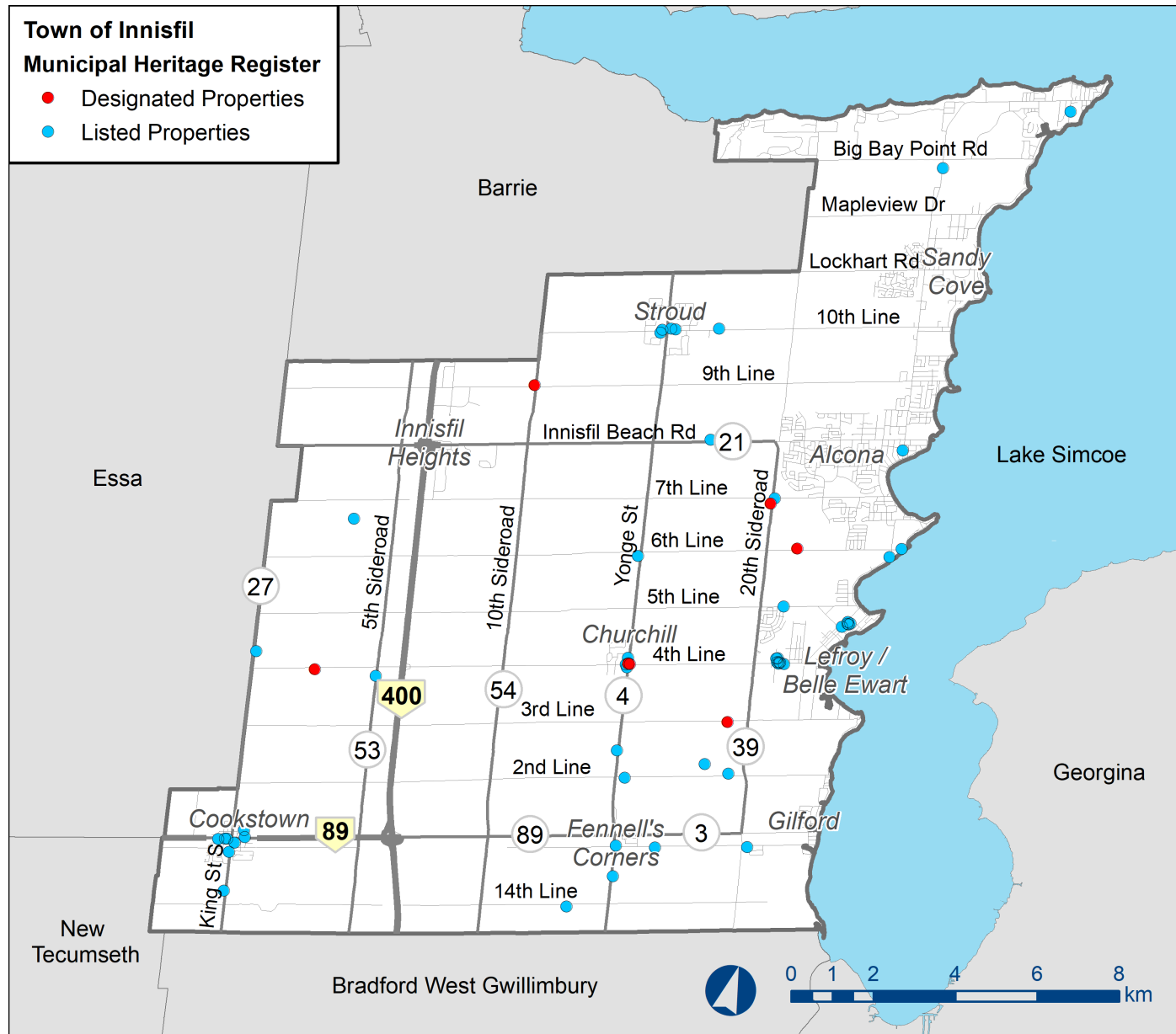
Environmental, Cultural and Social Objectives

Environmental Objectives

Environmentally significant natural features were identified as potential constraints to future transportation infrastructure and will be protected as assets.



Cultural Objectives



- Culture, creativity, and quality of place are key to community development and growth
- Transportation solutions should support the Town's creative placemaking principles and ensure efficient access to the unique destinations in the Town
- The evaluation of alternatives will value the Town's cultural heritage features



Knock Schoolhouse



Chimney Copse

Social Objectives and Transportation Equity

- An equitable transportation system ensures that the distribution of infrastructure and programs allows for different populations to have reasonably equal transportation benefits and impacts.

Populations

- Age
- Agility
- Means
- Race
- Vulnerable road users

Potential Indicators

Mobility

- Affordability
- Accessibility
- Efficiency
- Reliability
- Safety

Environment

- Reduction in greenhouse gases

Economic Opportunity

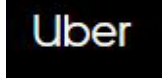

- Connectivity to employment, education, services, recreation
- Benefiting local businesses and residents

Social Objectives and Emerging Technologies

Interactive Kiosks, Germany



Today

- Innisfil Transit x Uber 
- Turo 

Tomorrow

- Consider other shared mobility
 - Car-share / Ride-share
 - Bike-share
- EcoMobility Hub
 - A co-location of multiple travel options
 - May include shared mobility, major transit and bus stops
- Autonomous and Connected Vehicles
- Smart Cities

Opportunity

Transform Innisfil into a town where mobility options will be integrated between the different transportation services and options. Getting around town will be more convenient, seamless and enjoyable.

Vision



Innisfil's transportation system connects people and communities, fosters healthy living, and operates innovatively and efficiently across the Town as an environmentally and financially sustainable, resilient system ready for the future.



Alternative Strategies



Base Case

Planned road improvements by MTO and Simcoe County



Status Quo

Implement currently planned transportation improvements (consistent with 2018 TMP)



Balanced Investment

Beyond planned transportation improvements, additional investment will include investment balanced between roads, transit and active transportation



Alternative Mode Focused Investment

Beyond planned transportation improvements, additional investment will be focused on scheduled transit, active transportation and new technologies

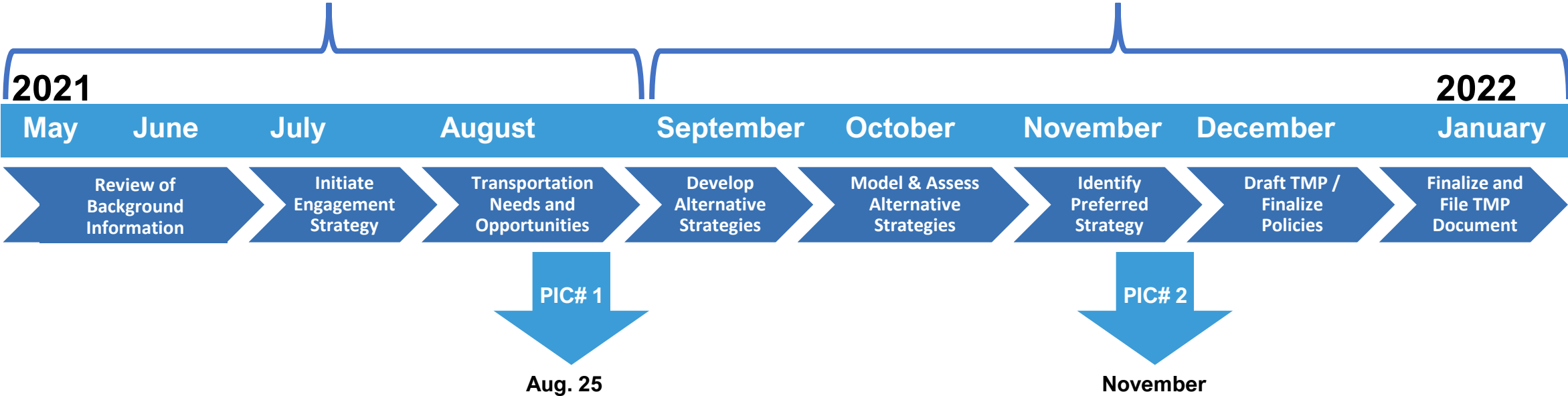


Next Steps

Timeline

Phase 1: Identify the Problem or Opportunity

Phase 2: Assess Alternative Strategies and Choose a Preferred Strategy



GET

INVOLVED


GetInvolvedinnisfil.ca/TMPlan


Ways to get involved:

- PIC #1 (Today) – Comments today or after the meeting
- Fill out today's survey found on the study webpage
- On-line stakeholder surveys (Summer – Fall 2021)
- PIC #2 (Fall 2021) – Comments today or after the meeting
- Contact the team!




Meredith Goodwin
Capital Project Manager
Engineering

 705-436-3740 Ext. 3220
1-888-436-3710 (toll free)

 mgoodwin@innisfil.ca



Ray Bacquie
Consultant Project Manager
Transportation

 905-821-5891

 ray.bacquie@rjburnside.com



Innisfil



Innisfil Transportation Master Plan Update

Public Open House (POH) #1

Summary of Comments / Questions and Project Team Responses

This Q&A Sheet is based on the questions brought forward by POH #1 participants (verbally as well as via Slido and Zoom) and answers provided by the Project Team.

Question / Comment	Project Team Response
<p>There are population projections up to 2051. Why aren't there employment projections for 2051?</p>	<p>Simcoe County is responsible for allocating population and employment between municipalities within the County through their Municipal Comprehensive review, which is still ongoing.</p> <p>The latest interim update was in August 2021, which identified 198,000 jobs in the County by 2051. However, the County is still deciding where this growth will be allocated.</p> <p>The Project Team will be coordinating with the County to estimate this growth over the next few months to ensure it is incorporated in travel forecasts.</p>
<p>Can clarification be provided on how accessibility will be accounted for in the planning stage?</p>	<p>In terms of active transportation, accessibility will be addressed as part of the existing and future needs assessment for pedestrians and cyclists. The Project Team will review the previous 2018 Transportation Master Plan to identify and prioritize proposed connections. The new Orbit Sustainable Community will also be considered to determine the types of pedestrians and cycling infrastructure that can accommodate the community.</p>
<p>What is the projected UBER ridership for 2022?</p>	<p>This is difficult to determine given travel conditions were impacted by the COVID pandemic over the past year. Ultimately, forecasting ridership to 2021 and 2022 would depend on the path of the pandemic and reopening plans.</p>

Question / Comment	Project Team Response
<p>What percentage of Innisfil residents use UBER?</p>	<p>The Project Team is reviewing this data, along with the Town, who has a partnership with Ryerson University to conduct the analysis.</p> <p>The Town notes that in 2019, there were approximately 9,500 riders travelling to/from the Town, not to say that these riders are all Innisfil residents. Ridership was lower in 2020 due to the COVID pandemic, which was a trend seen in ridership across the province.</p>
<p>How is the transportation planning process considering retired residents (seniors)?</p>	<p>The Project Team recognizes that there are barriers that affect a range of demographics, including seniors. The need to accommodate the demand of the senior population will be addressed via connections to services, medical appointments and daily needs. With regard to travel forecasting, the existing and changing demographics will be considered to determine the associated impact(s) on travel patterns.</p> <p>Policy frameworks can also be considered to address issues associated with pedestrian crossings, as well as providing trails and other connections.</p>
<p>Concerns expressed regarding the validity of the poll responses collected during the Public Open House given the number of Town residents attending.</p>	<p>The polls in the Public Open House are used only as a form of engagement. There is an online survey posted on the Town's website that is more comprehensive. The responses collected from this survey will be used to inform the Transportation Master Plan Update and is intended to provide better Town representation (i.e., participation target of 2-3% of households). The Project Team will be able to report on the level of input at the next public meeting.</p>
<p>Are there any plans to provide a safe (e.g., protected) biking or walking route from Alcona to the YMCA recreation centre?</p>	<p>An Innisfil Beach Road trail that connects to Alcona is currently under construction. The remaining construction along Innisfil Beach Road includes the extension of this multi-use trail.</p>

Question / Comment	Project Team Response
<p>Regarding plans for future fixed transit routes, will specific road networks be considered for use of this service as well as infrastructure required to sustain the service (e.g., large waiting areas, connecting hubs, etc.)? There are benefits to being informed of these plans prior to development planning.</p>	<p>The Project Team is in the early stages of reviewing of UBER data, which is a first opportunity to identify common origin-destination pairs. Although it is recognized that these travel patterns may change considering the planned GO station. Introducing a new service is a major financial investment, which requires a logical transit with the UBER system currently underway. As part of this Transportation Master Plan Update, new transit opportunities will be identified but a more fulsome study would follow to confirm which roads would be used, along with the associated design standards.</p>
<p>UBER may be used for recreational needs as well, which should be considered as part of this Study.</p>	<p>The Project Team will consider all UBER origin-destination pairs, which includes all trip purposes.</p>
<p>Regarding the use of an electric vehicle, some residents drive long distances for work which makes it difficult for recharging.</p>	<p>Acknowledged. The Project Team will consider the lack of charging stations as a barrier to owning or using an electrical vehicle.</p>
<p>Will parking challenges and solutions be considered as part of this Transportation Master Plan Update?</p>	<p>As part of road operation policies, existing parking challenges will be documented and considered. Parking needs will be considered within the context of road design standards; the need for a more comprehensive parking study may be identified to identify additional municipal parking infrastructure or to develop and/or update the Town's parking standards.</p>
<p>Will public transportation be considered to/from Friday Harbour? Many residents, including students, work there and require access to affordable, reliable transportation.</p>	<p>Acknowledged. The Project Team will consider both existing and future travel demands to determine road needs, active transportation connections and fixed route transit opportunities.</p>

Question / Comment	Project Team Response
How are developers building new neighbourhoods involved in providing safe connections between trails, walkways, and schools?	Provision of sidewalks and walkways connecting a proposed development is typically addressed as part of the development application process. This Transportation Master Plan Update will assess the sidewalk network and consider active transportation opportunities, including trails and sidewalks, on a network-level.



Public Open House #2

2021 Transportation Master Plan
January 27, 2022

Project Team

Town of Innisfil

Meredith Goodwin, C.E.T

Project Manager
Capital Project Manager, Engineering
Town of Innisfil

Carolina Cautillo

Project Manager
Roads, Traffic, and Transportation
Town of Innisfil

Paul Pentikainen, MCIP, RPP

Senior Policy Planner
Town of Innisfil

Consultant Team

Ray Bacquie, P.Eng., MBA

Consultant Project Manager
Sr. Vice President, Transportation
R.J. Burnside & Associates

Gordon Hui, B.A.Sc

Senior Transportation Planner
R.J. Burnside & Associates

Overview

- Summary of Phase 1
- Alternative Strategies
- Evaluation Assessment
- Preferred Alternative Strategy
- Next Steps

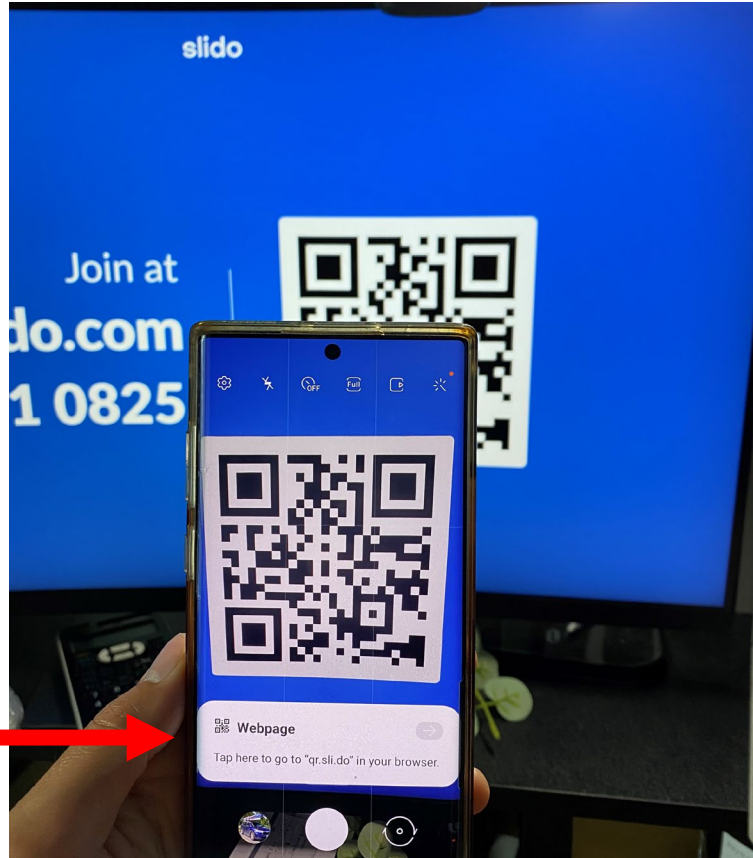
Participate!

To participate in our polls throughout this session, you can:

Use a QR Code:



OR



Visit: slido.com
Enter Code: 343704



Summary of Phase 1

Study Approach and Consultation

Phase 1
Problem Or
Opportunity

- **Identify Natural, Social and Cultural Heritage Assets**
- **Assess Existing and Future Needs and Opportunities**
 - Road, transit, active transportation and safety needs
 - Future needs and opportunities

Public Information Centre # 1

Phase 2
Alternative
Solutions

- **Identify and Analyze Alternative Solutions (Strategies)**
- **Evaluation and Selection of Preferred Alternative**
- **Preferred Network Solution (Strategy)**

Public Information Centre # 2

Future Phases
Not within this
study

- **Phase 3:** Alternative Design Concepts for Preferred Solution
- **Phase 4:** Schedule C Environmental Study Report
- **Phase 5:** Implementation

Continuous Collaboration

The Transportation Master Plan will be carried out in accordance with the Municipal Class Environmental Assessment (MCEA) process.

Phase 1 Summary

Phase I

- **Study Context and Objectives**

- Transportation System Inventory
- Natural Heritage Environmental Scan
- Understanding of Social, Cultural, and Equity objectives



- **Transportation Needs and Opportunities**

- Town Road Safety and Operational Needs and Opportunities
- Road Capacity Needs and Opportunities
- Transit Needs and Opportunities
- Active Transportation Needs and Opportunities
- Pedestrian Policy and Complete Street Policies



- **Development and Evaluation of Alternative Strategies**

slido



**Did you take the survey after the first
Public Open House on August 25, 2021?**

Public Open House #1 – What We Heard

[Summary of Public Open House #1 Video](#)



Summary of Survey Results

Town of Innisfil
Transportation Master Plan Update

slido



Are these results consistent with your expectations?

ⓘ Start presenting to display the poll results on this slide.

Preliminary Assessment of Needs and Opportunities

Potential Needs and Opportunities within the next 30 years include:

Road Capacity

- The need for additional east-west capacity in the Cookstown area
- Improvements to Innisfil Beach Road and 6th Line to and from Alcona and Innisfil Heights due to congestion



Operations and Safety

- Policies required for safe pedestrian crossings
- Protecting vulnerable road users such as pedestrians and cyclists at collision hot spot locations



Preliminary Assessment of Needs and Opportunities

Potential Needs and Opportunities within the next 30 years include:

Active Transportation

- Upgrade active transportation infrastructure in key destination areas such as the future GO Station and Big Bay Point Road
- Introducing sidewalks in new areas where there are gaps in the sidewalk network

Transit

- Explore dynamic routing and/or fixed route options to enhance the current Innisfil Uber Transit system by increasing reliability between key origins/destinations
- Supplementing first/last kilometre of transit trips by leveraging emerging technologies such as shared bikes, scooters, etc



Bike Lanes in Front of Nantyr Shores Secondary School

Vision



Innisfil's transportation system connects people and communities, fosters healthy living, and operates innovatively and efficiently across the Town as an environmentally and financially sustainable, resilient system ready for the future.



Alternate Strategies and Evaluation

Alternative Strategies

Alternative Strategies	Goal
Base Case	To use for benchmarking to understand benefits of each alternative strategy
Status Quo	Improve the current transportation system through road upgrades, active transportation, and fixed route transit for the year 2041
Major Road and Highway Focused	Build upon the status quo by focusing on congestion and commuter flow to work and key destinations for the year 2051
Safe Alternative Road Focused Investment	Build upon the status quo by improving safe and attractive walking and cycling conditions for all road users regardless of age and ability for the year 2051
Multi-Modal Strategy with Emerging Technologies	Prioritizing attractive walking and cycling conditions for all road users, while ensuring congestion is minimized through investments in roads, active transportation, transit and emerging technologies for the year 2051

Alternate Strategy Projects

Less # of Projects More

Scenario 1: Status Quo



Roads
Active Transportation
Transit and TDM

Scenario 2: Major Roads and Highway Focused



Roads
Active Transportation
Transit and TDM

Scenario 3: Safe Active Transportation Focused



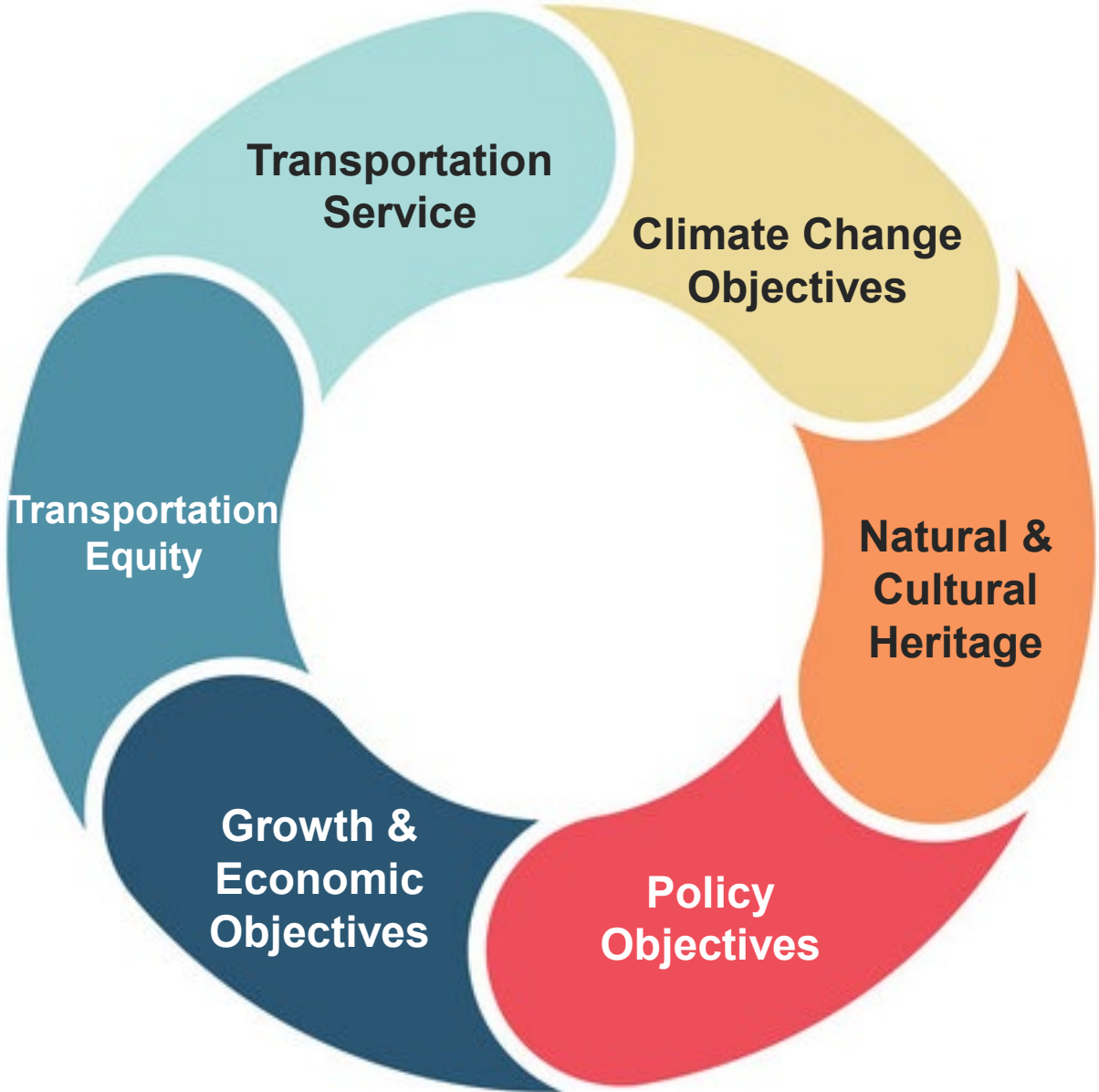
Roads
Active Transportation
Transit and TDM

Scenario 4: Multi-Modal Strategy with Emerging Technologies



Roads
Active Transportation
Transit and TDM

Evaluation Matrix Criteria



Evaluation Matrix Criteria

Transportation Service

- Mitigates existing and future congestion
- Improves commuting to essential destinations such as work and key recreational hubs



Climate Change Objectives

- Addresses sustainable transportation objectives (Federal, Provincial, County, and Town)
- Supports clean fuel initiatives



Natural and Cultural Heritage

- Protects the natural environment areas, local streams and aquatic resources, and air quality
- Protect farmland and agriculture
- Does not impact cultural properties



Evaluation Matrix Criteria

Policy Objectives

- Aligns with the policy objectives from various guiding documents from Simcoe, the Town, Metrolinx, and MTO

Growth and Economic Objectives

- Supports local businesses
- Maximizes land development potential
- Provides opportunities for planned growth

Transportation Equity

- Considers solutions that benefit equity-seeking groups in the Town of Innisfil such as young persons, physically/visually impaired, and access to mobility options regardless of geography
- Contributes to vertical equity by reducing major barriers to any population group
- Provides safe alternative transportation modes



Evaluation of Alternatives

	Scenario 1: Status Quo	Scenario 2: Roads and Highway Focused	Scenario 3: Safe & Alternative Transportation Focused	Scenario 4: Multi-Modal Strategy with Emerging Technologies
Transportation Service				
Climate Change Objectives				
Natural and Cultural Heritage				
Policy Objectives				
Growth & Economic Objectives				
Transportation Equity				
Financial				
Overall	0.71	0.75	0.79	0.86 Recommended

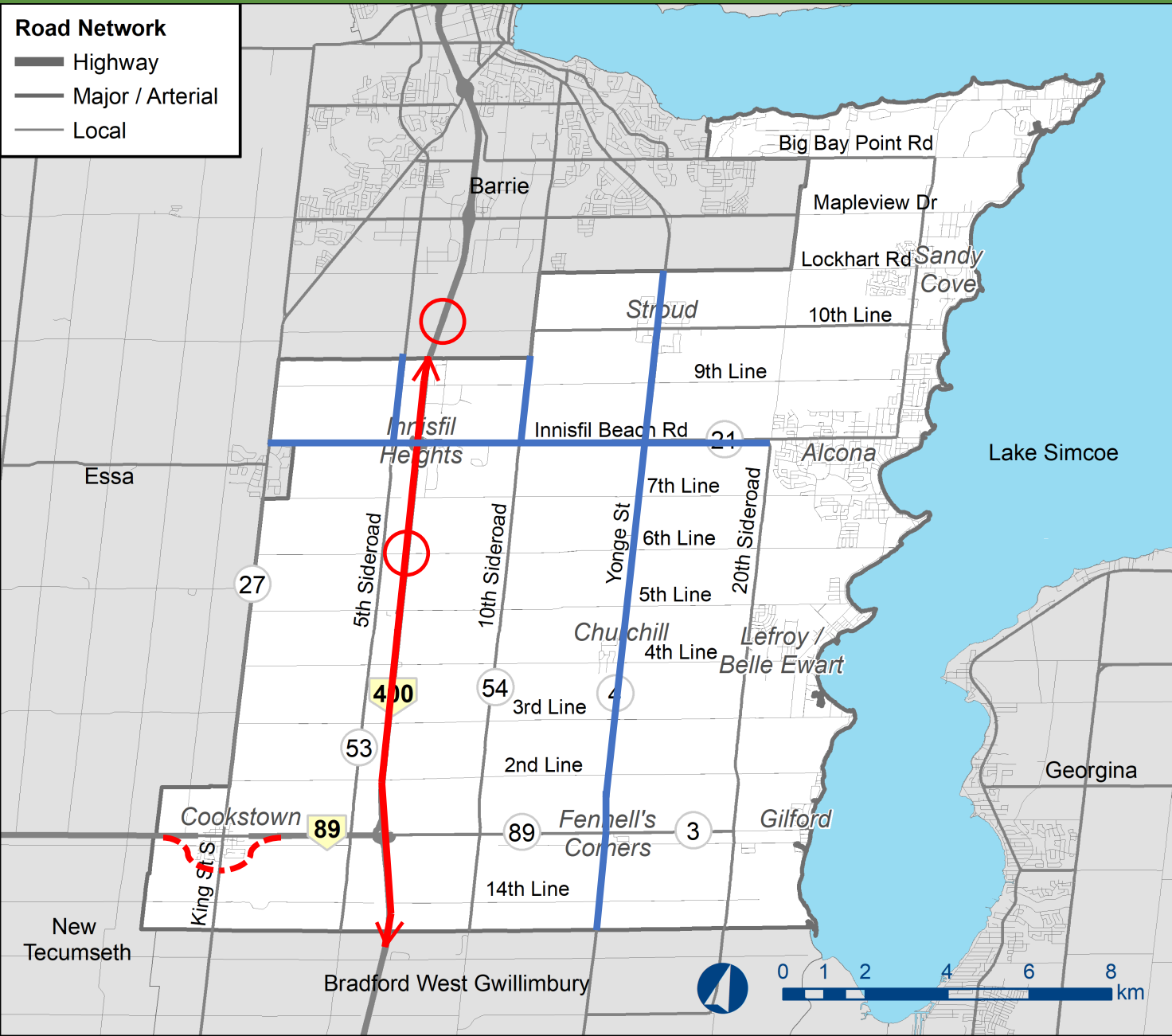
Preliminary Preferred Solution:

Scenario 4

Multi-Modal Strategy with Emerging Technologies

Prioritizing attractive walking and cycling conditions for all road users, while ensuring congestion is minimized through investments in roads, active transportation, and emerging technologies for the year 2051

Road Capacity Projects



Provincial Projects include:

- Highway 400, 1 km south of Highway 89 to Highway 11 (3 to 5 lanes per direction, including a HOV lane)
- 6th Line interchange at Highway 400
- Highway 89 East-West Link Improvements

Simcoe County Projects include:

- Yonge Street, South Town limit to North Town Limit (2 to 4 lanes)
- CR21, CR27 to CR39 (2 to 4 lanes)
- CR53, CR21 to Town Limit (2 to 4 lanes)
- CR54, CR21 to Town Limit (2 to 4 lanes)

2018 TMP Road Capacity Projects

Planned Recommended Network



Widening Projects include:

- 6th Line, between 20 Sideroad and Angus Street
- 6th Line, between 5th Sideroad to 20th Sideroad

Signalized Intersections at:

- Yonge Street and 9th Line
- Yonge Street and 7th Line
- Yonge Street and 6th Line
- Yonge Street and 5th Line
- Yonge Street and 4th Line
- Innisfil Beach Road & 20th Sideroad Bypass

Roundabouts at:

- 20th Sideroad and Lockhart Road
- 20th Sideroad and 9th Line
- 20th Sideroad and 6th Line

slido



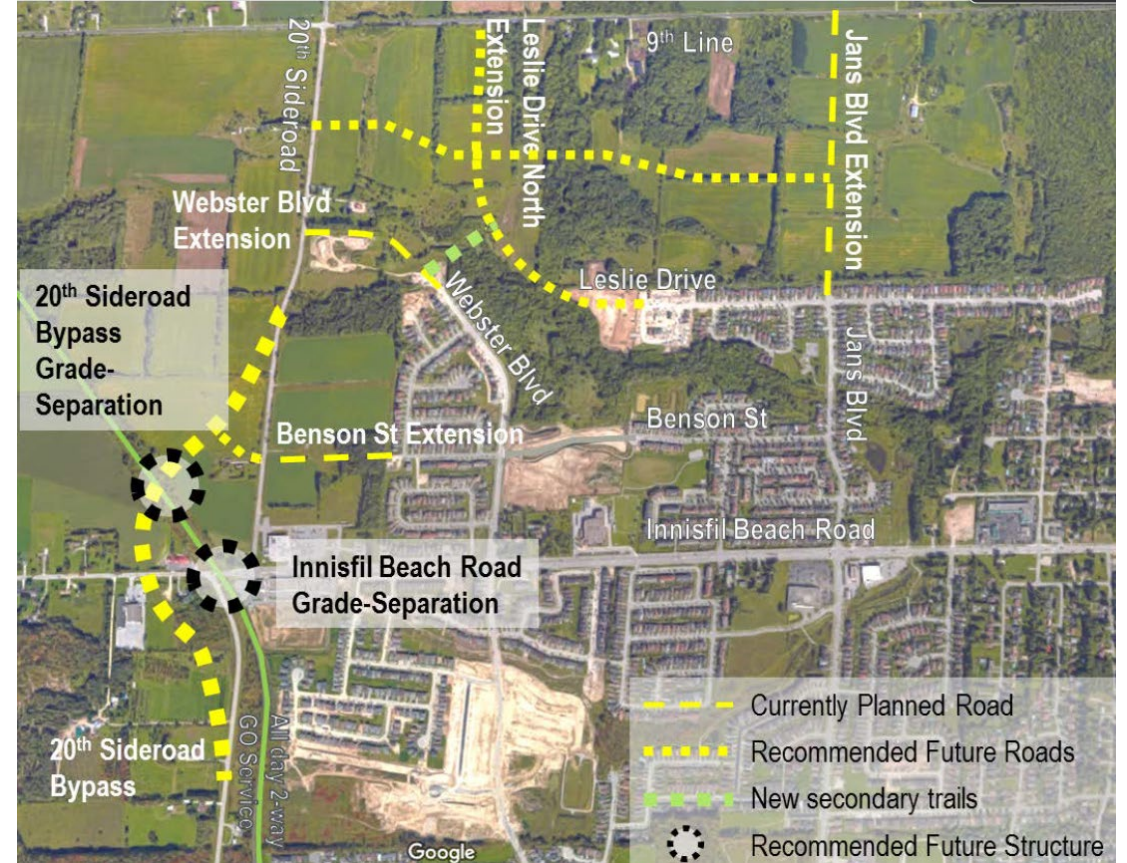
How familiar are you with using roundabouts while driving?

ⓘ Start presenting to display the poll results on this slide.

2018 TMP Road Capacity Projects



Additional Road Network around the Future Innisfil GO Station



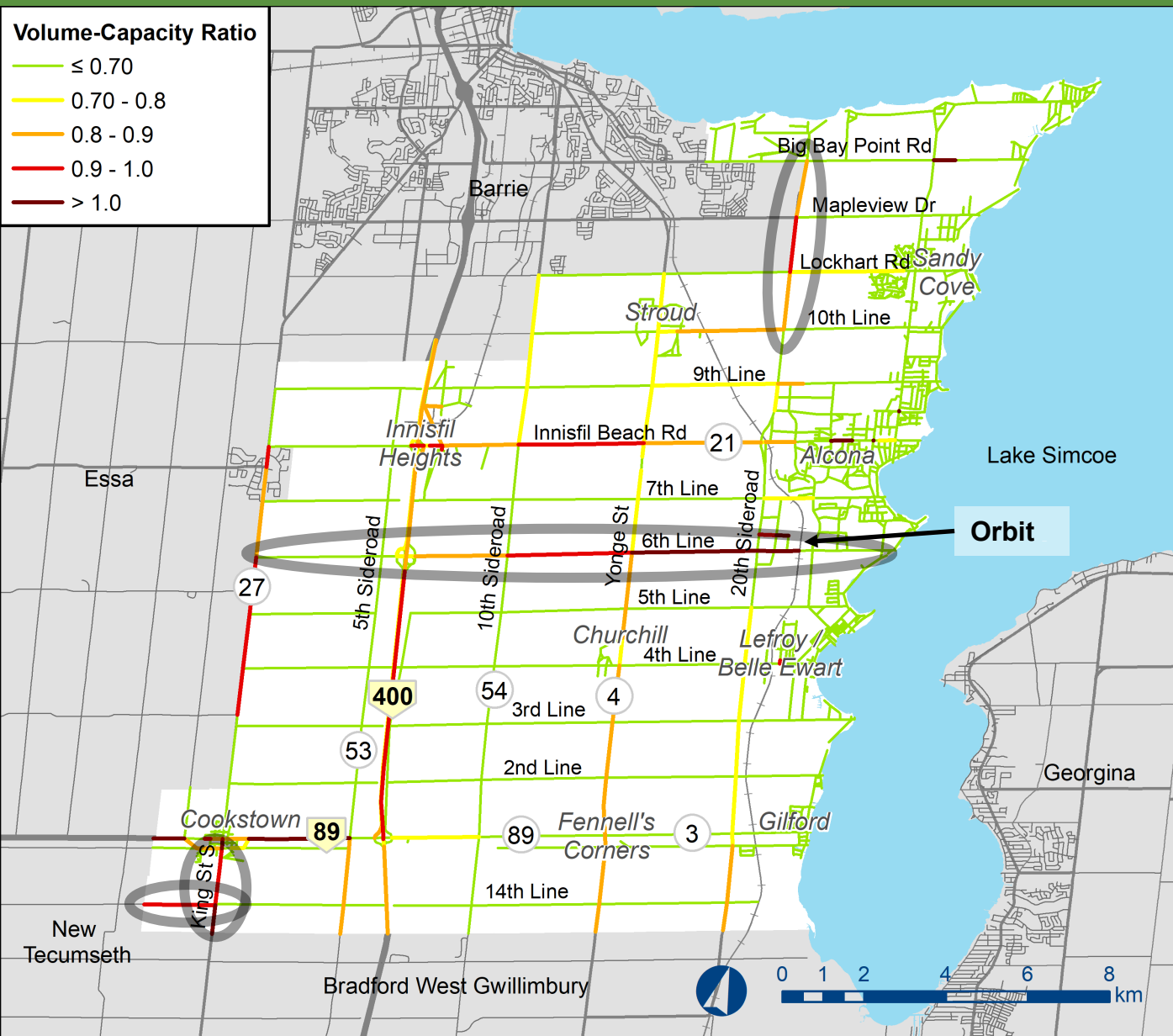
Additional Roadway Extensions in Alcona include:

- Jans Boulevard
- Webster Boulevard
- Benson Street
- Leslie Drive

Two Grade Separations (County Jurisdiction):

- Innisfil Beach Road
- 20th Sideroad By-pass

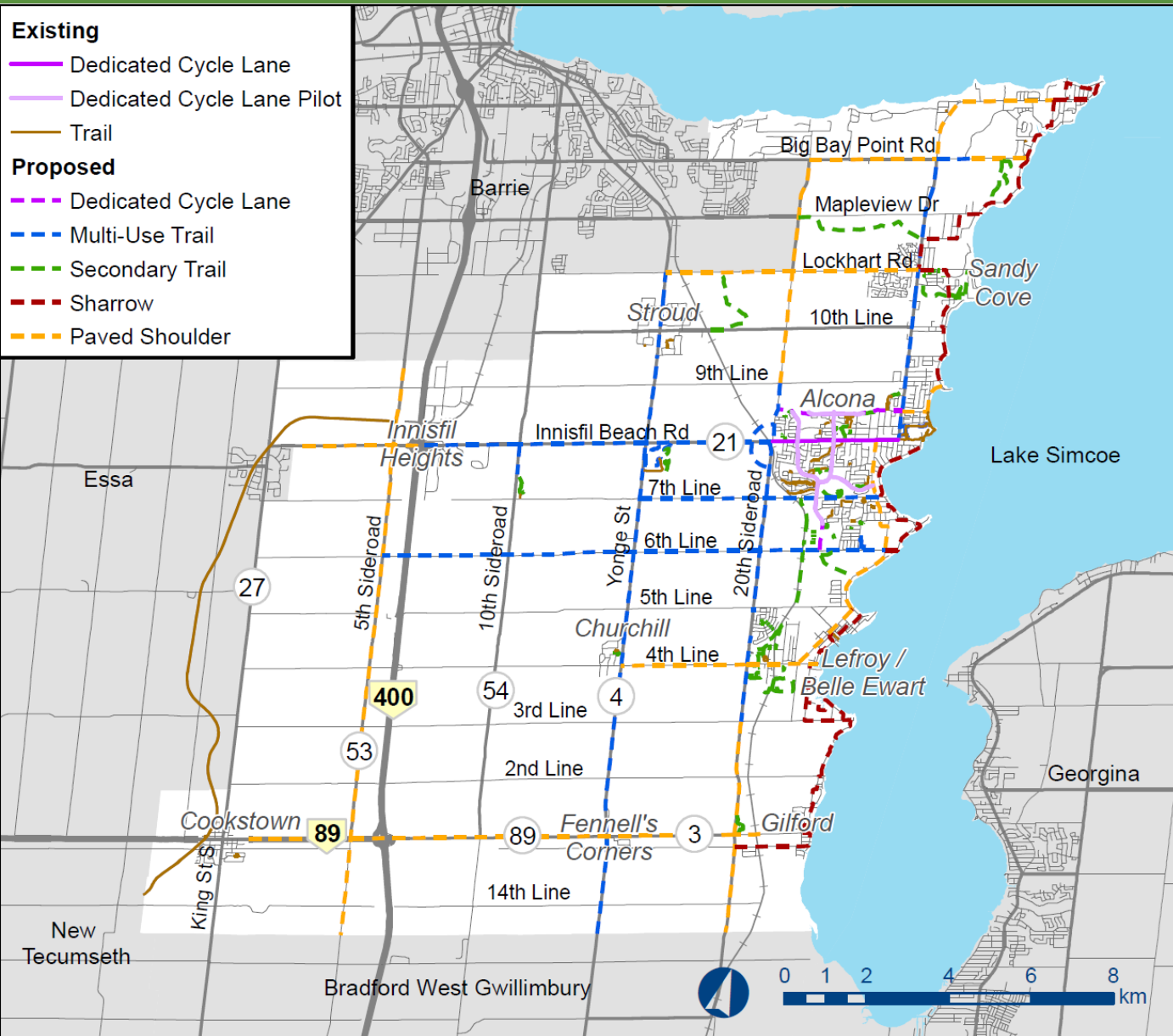
Additional Road Capacity Projects



Proposed Road Capacity Improvements:

- 6th Line**
 - Road widening from 2 to 4 lanes from County Rd 27 to the Planned GO Station
 - Protect for a 6-lane corridor for needs beyond 2051
- 14th Line**
 - Reconstruct to 2 paved lanes from King St. to Innisfil boundary to increase roadway capacity
 - Consistent with New Tecumseth 2019 draft TMP
- King Street South**
 - Parking Study with key stakeholders such as BIAs to balance parking and capacity needs
- 20th Sideroad**
 - Class EA study to assess need / protect for 4-lane cross-section and active transportation

2018 TMP Active Transportation Projects



Planned Bike Lanes

- Webster Boulevard, 6th Line to north limit
- Jans Boulevard, Webster Blvd to north limit

Planned Multi-Use Trail

- Webster Boulevard, 20th Sideroad to Angus St
- 20th Sideroad, 9th Line to 5th Line
- 20th Sideroad, 5th Line to 3rd Line
- 25th Sideroad, Big Bay Point Rd to Innisfil Beach Rd
- 7th Line, Yonge St to St Johns Rd

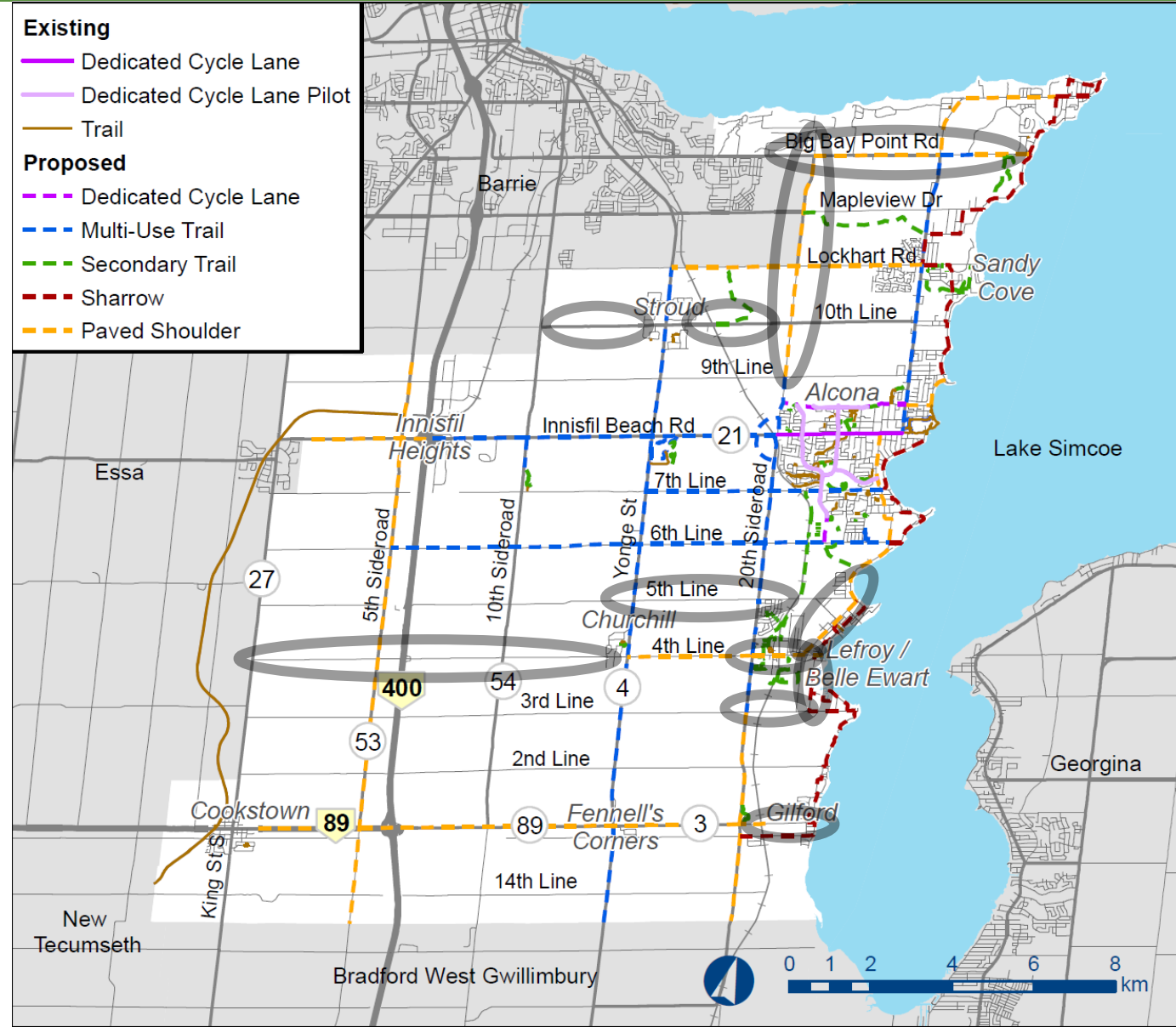
Other active transportation facilities

- Within Alcona
- Within Lefroy/Belle Ewart
- Study of a potential cycling route adjacent to Lake Simcoe and Cook's Bay

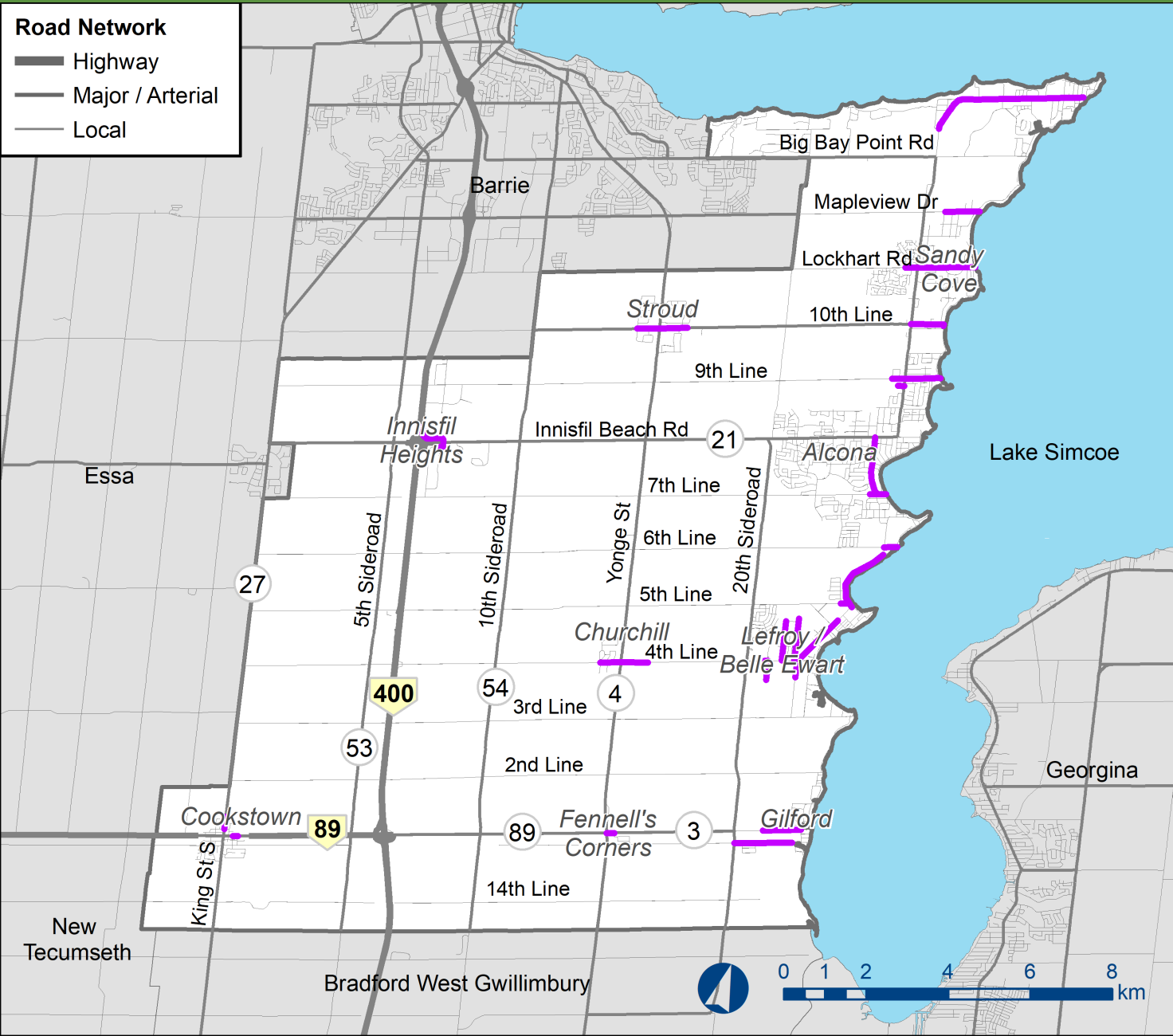
Additional Active Transportation Projects

Additional AT Projects:

- Commuter Active Transportation Infrastructure
- Moderate investments in new sidewalks
- Pedestrian Crossings
- North-south, east-west off-road connection in collaboration with the the on-going Land and Lake Master Plan



Additional Sidewalk Connection Opportunities



Proposed Sidewalk Connectivity

Sidewalk gap analysis identified opportunities to improve connectivity of sidewalks at key locations.

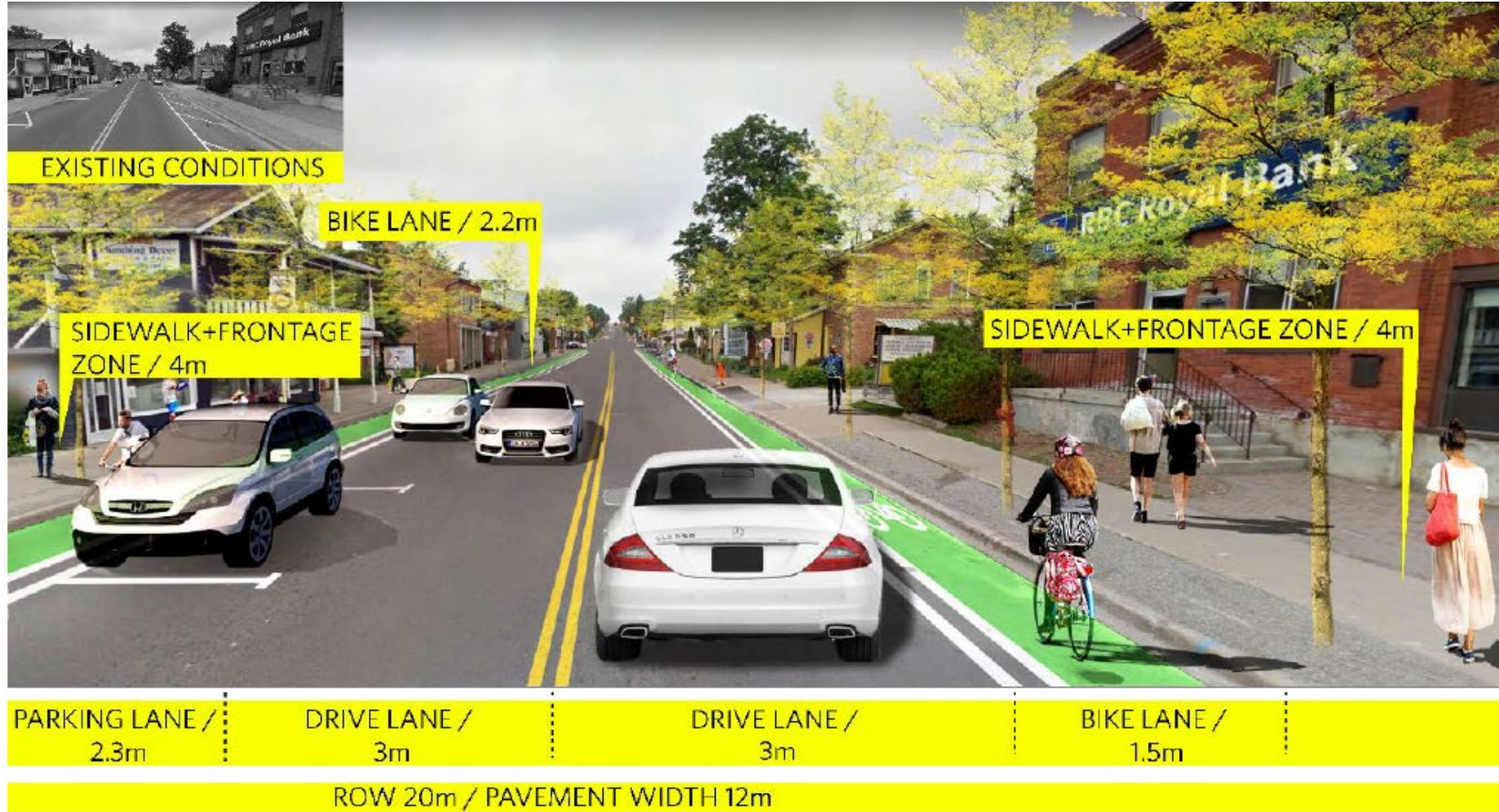
Locations were based on:

- Network continuity
- Connectivity to points of interest with high walking demand (ex. Schools)
- Transit Catchment Areas to GO

Sidewalk Prioritization is required for new sidewalks based on committed funding.

Update the Complete Streets Policy

Town Complete Streets Policy



slido

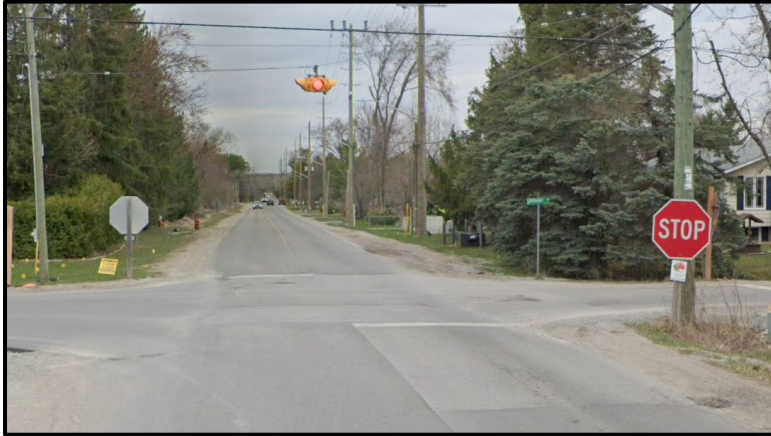


Would additional bike lanes change your cycling experience?

ⓘ Start presenting to display the poll results on this slide.

Pedestrian Policy

Stop-Controlled Intersections



Lockhart Road / 25th Sideroad

Pedestrian Signals



Innisfil Beach Road (County Road 21) / Inglewood Drive

Pedestrian Crossover (PXO)



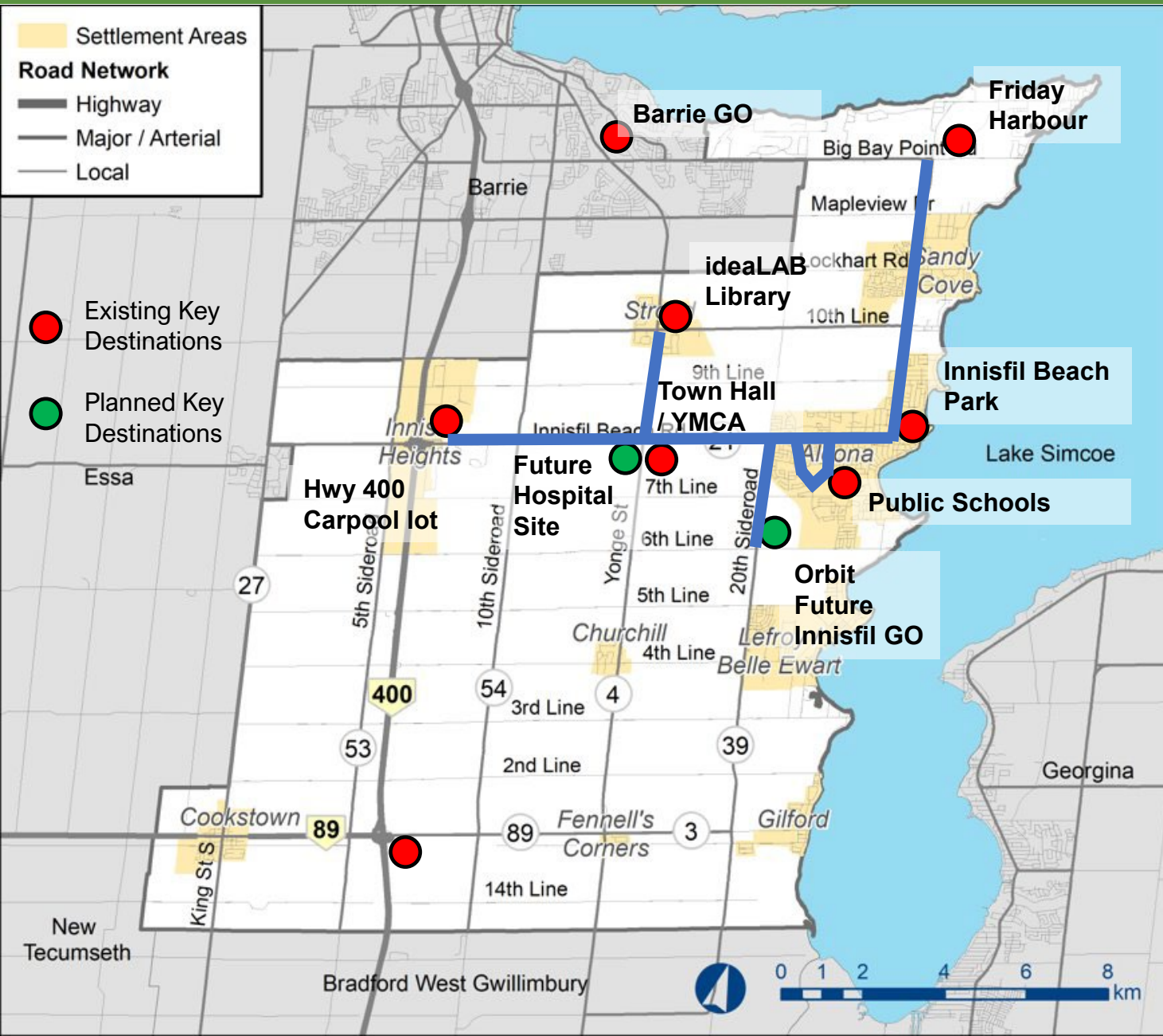
Lockhart Road, west of Main Street

Uncontrolled Crossing



Frederick Street, south of Claver Avenue

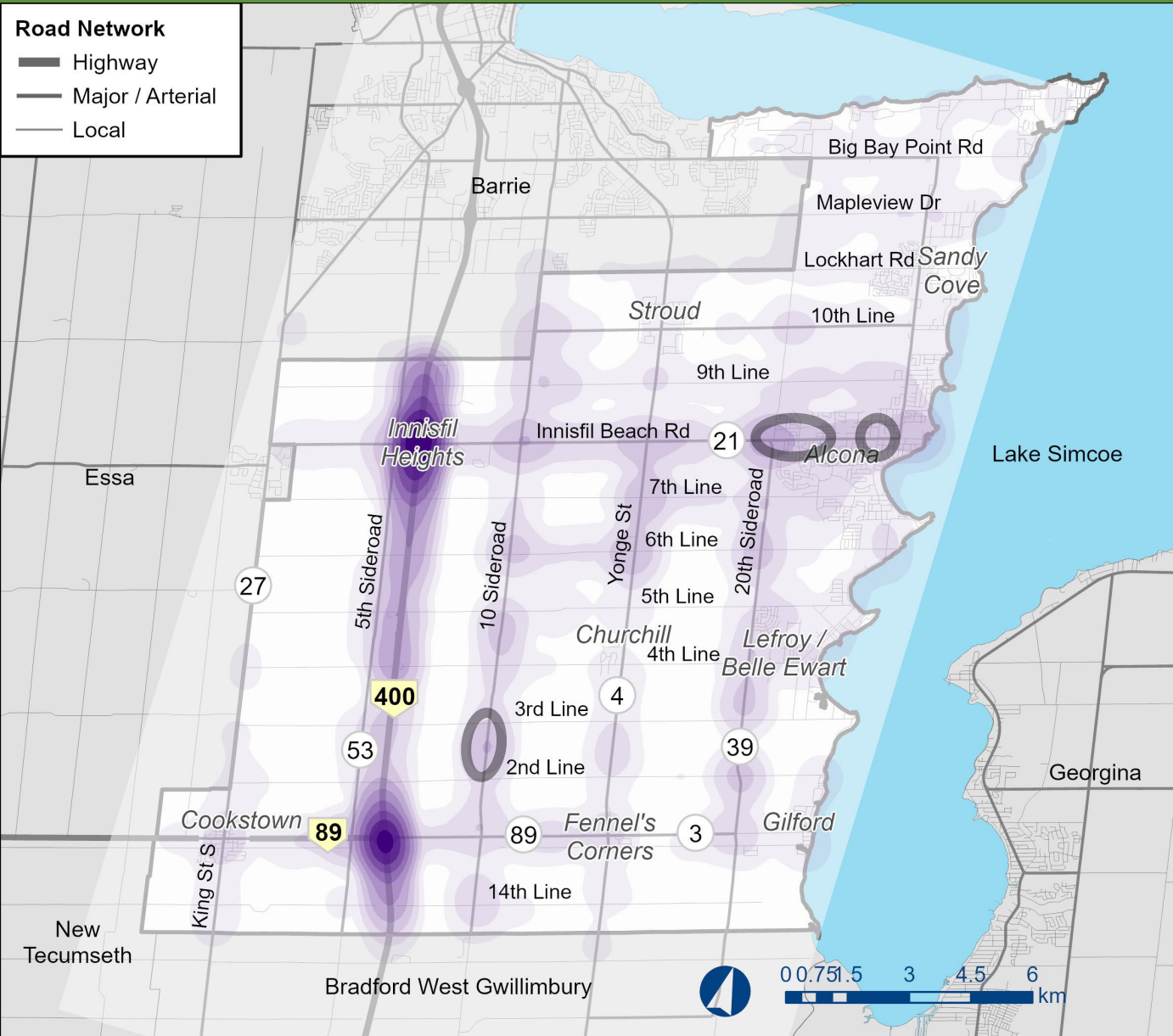
Transit Service Enhancements



Transit Service Opportunities

- There are opportunities to build on the success of Uber Transit for service to key destinations by strengthening reliability and affordability (e.g. scheduled service, incentivize drivers, etc.)
- Partnerships could be expanded with Uber, Simcoe Transit (LINX) and/or Metrolinx
 - Ex. Partnership with Simcoe County to provide a connection to Tangers Outlet or other commercial nodes via LINX
- Future transit studies are proposed at regular intervals (5-year plans) to consider origin to destination data and routing options

Safety Improvement Opportunities



Safety Related Improvements

Prioritize Safety Improvements on links and at intersections based on collision rate per vehicle. Current areas of potential improvement include:

- 10th Sideroad north of 2nd Line
- Innisfil Beach Road east of 20th Sideroad
- Innisfil Beach Road and St. Johns

Emerging Technologies

Bike Share Pilot

- A pilot would be able to explore the financial feasibility. The recommended location is between future Innisfil GO Station and Innisfil Beach Park given the population density and trip attraction

Electric Vehicle Charging

- In collaboration with InnPower, enhance the Town's electric vehicle charging station inventory



Innisfil Youth and Volunteers decorating the donated bicycles from South Simcoe Police Services for the ShareCycle program

(Image from Toronto.com)

GET

INVOLVED

GetInvolvedinnisfil.ca/TMPlan

Ways to get involved:

- PIC #1 (August 2021)
- On-line stakeholder surveys (Summer – Fall 2021)
- PIC #2 (Today) – Comments today or after the meeting
- Fill out today's survey found on the study webpage
- Contact the team!


Innisfil
TOWN HALL


JOIN THE
CONVERSATION!
GET INVOLVED
INNISFIL.CA

2101 Innisfil Beach Road




Meredith Goodwin
Capital Project Manager
Engineering

 705-436-3740 Ext. 3220
1-888-436-3710 (toll free)

 mgoodwin@innisfil.ca



Ray Bacquie
Consultant Project Manager
Transportation

 905-821-5891

 ray.bacquie@rjburnside.com



Innisfil



Innisfil Transportation Master Plan Update

Public Open House (POH) #2

Summary of Comments / Questions and Project Team Responses

This Q&A Sheet is based on the questions brought forward by POH #2 participants (via Zoom chat) and answers provided by the Project Team.

Question / Comment	Project Team Response
Is the Team considering the use of natural corridors and trail links through active modes?	Yes, the Team will review opportunities for off-road connections and trail improvements. The Team is also working with the Land and Lake Master Plan team to coordinate recommendations for active transportation facilities.
How many people are attending this Public Open House, excluding the project team, Town staff and members of Council?	Of the 36 people present on the Zoom meeting, approximately a dozen attendees are members of the public. In addition, there are 9 people watching the Youtube livestream.
How are the alternative solutions assessed based on costing?	A high-level cost estimate is conducted based on estimates from the 2018 Development Charges (DC) Study. Projects associated with each alternative solution is costed by equivalent project type. Alternative solutions are assessed based on evaluation criteria, one of which is financial investment.
How will the TMP address the road needs of the active farm community within the Town (e.g., as it pertains to storing farm equipment)?	The Team has assessed road needs on a capacity and safety perspective (including a review of collision trends). The Team will also aim to address issues raised by the public, including the accommodation of farm equipment along roads; although it is noted that widening and paved shoulders may pose a challenge.
Are there any recommendations from the TMP that allow the Town to	Complete Streets Guidelines are incorporated in the TMP, which would inform the roadway design for the Town going forward. Several active transportation facilities have also

Question / Comment	Project Team Response
<p>implement safety changes right away?</p>	<p>been identified for recommendation as part of the TMP, which are intended to be incorporated in the 10-Year Capital Program to secure funding.</p> <p>An organizational capacity review is another element of this TMP that involves collecting survey data on other jurisdictions to determine how the organization is structured to set up services for implementation. For example, some jurisdictions have a dedicated line item in their capital program for active transportation, which ensures that these projects are actively initiated and implemented.</p>
<p>Are there roundabouts recommended along 20th Sideroad?</p>	<p>Yes, there are three roundabouts recommended along 20th Sideroad at Lockhart Road, 9th Line and 6th Line. The other circled intersections along 20th Sideroad on the Planned Recommended Network map from the 2018 TMP represent locations for other forms of intersection improvement (e.g., signalization).</p>
<p>What is the difference between active and passive transportation?</p>	<p>Active transportation refers to activities that involves physical exertion, such as walking, cycling and roller-skating. Passive transportation refers to activities that are not human-propelled, such as being a passenger on a bus or in a car.</p>
<p>Are we looking at the full buildout of The Orbit as part of this TMP?</p>	<p>Buildout of The Orbit up until the 2051 horizon year is incorporated in this TMP update. Further studies are recommended for growth beyond 2051. In addition, the Orbit Potential and Innovation Plan (OPIP), a coordinated Master Servicing Plan and Secondary Plan, is currently underway.</p>
<p>The theatre in Cookstown currently does not have a designated parking lot and has caused parking issues in the area.</p>	<p>Acknowledged. A recommendation from this TMP is a Parking Study to be conducted for Cookstown.</p>
<p>Will there be delineation between vehicles and bicycles along 25th Sideroad, other than the painted lines?</p>	<p>Yes, there will be multi-use trail (MUT) along 25th Sideroad to provide physical separation between bicyclists and vehicles.</p>

Question / Comment	Project Team Response
<p>The previous TMP identified the need to realign 20th Sideroad, along with other realignments. Will the 2021 TMP update provide more direction on alignments and impacts on grade separation and/or are these subject to further study?</p>	<p>In recommending road realignments, the TMP addresses the first two phases of the Environmental Assessment (EA) process (i.e., Problem or Opportunity and Alternative Solution); however, this varies based on the type of facility, lanes along the facility and configuration design. The project would also have to seek approval through Schedule C of the EA process, which involves a more detailed assessment of implications. Typically, the EA study following this TMP will re-confirm Phase 1 and Phase 2. Phase 3 will assess various design concepts including the alignment and its impacts to environment, natural heritage, etc.</p>
<p>Will the roads proposed to have a “Dedicated Cycle Lane” be separated by a buffer?</p>	<p>“Dedicated Cycle Lane” include painted or buffered cycle lanes. As part of the TMP, a selection framework can be devised to consider bike lanes with a higher degree of protection and highlight preferences for a particular facility type, given the appropriate roadway context. The type of cycling facility recommended is subject to an assessment of the specific corridor (e.g., due to varying right-of-way width constraints).</p>
<p>Locations of schools should be shown on the active transportation map for trail connectivity.</p>	<p>Agreed, school locations were an important consideration in assessing locations for new trails to improve access. School locations will be shown in a map within the TMP document.</p>
<p>Is the intersection of Innisfil Beach Road and 20th Sideroad being considered for safety-related improvements?</p>	<p>Yes. Historical collisions can also be reviewed at the intersection, if available, based on the type of collision experienced (e.g., rear-end, turning movement, etc.) to assess specific needs.</p>
<p>When will the TMP go to Council?</p>	<p>Recognizing that 2022 is an election year, the goal is to have the TMP completed by April / May. However, it is important that sufficient time is provided to allow for coordination with other ongoing plans, such as the County TMP, for consistency.</p>



Summary of Survey Results

Town of Innisfil
Transportation Master Plan Update

**In Summer 2021 the Town of Innisfil
conducted a survey to collect information for
the Town's Transportation Master Plan Update**

Who did we hear from?

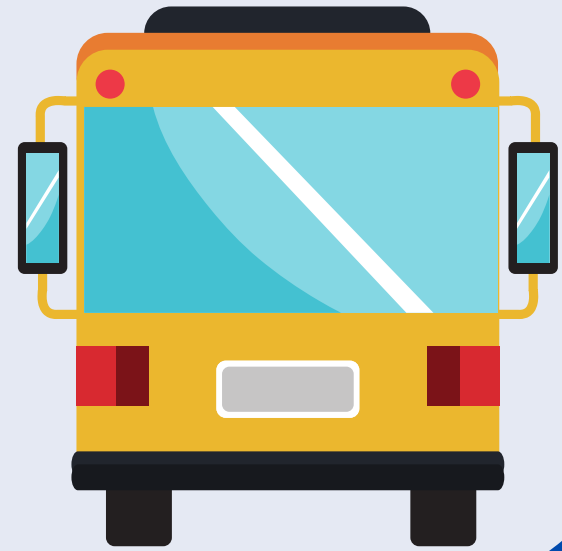
There were 724 respondents to the survey that launched after the first Public Open House on August 25, 2021 and ended on September 30, 2021.

Some key takeaways of the results from this survey include the following:

- Driving decreased during the pandemic while working from home and other transportation modes increased.
- Safer walking and cycling environments are desired.
- Most respondents currently using the Bradford and Barrie GO Stations will switch to using the Innisfil GO Station once completed.



Questions Asked in the Survey



What mode of travel did you typically use to attend work or school before and during the Covid-19 pandemic?



Driving your personal vehicle

Passenger in personal vehicle

Uber

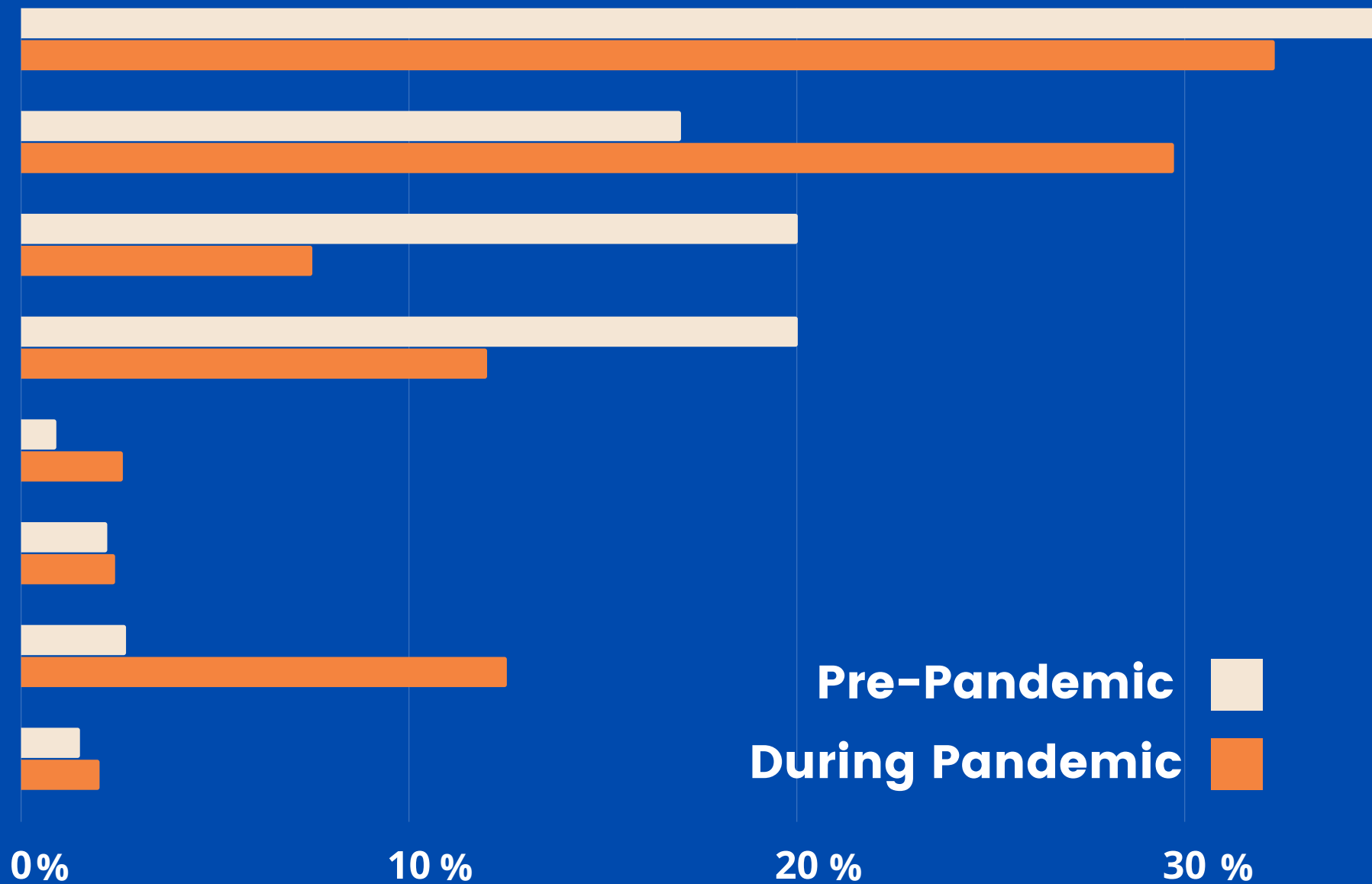
GO Transit

Cycle

Walk

Work at home

Other



% of responses



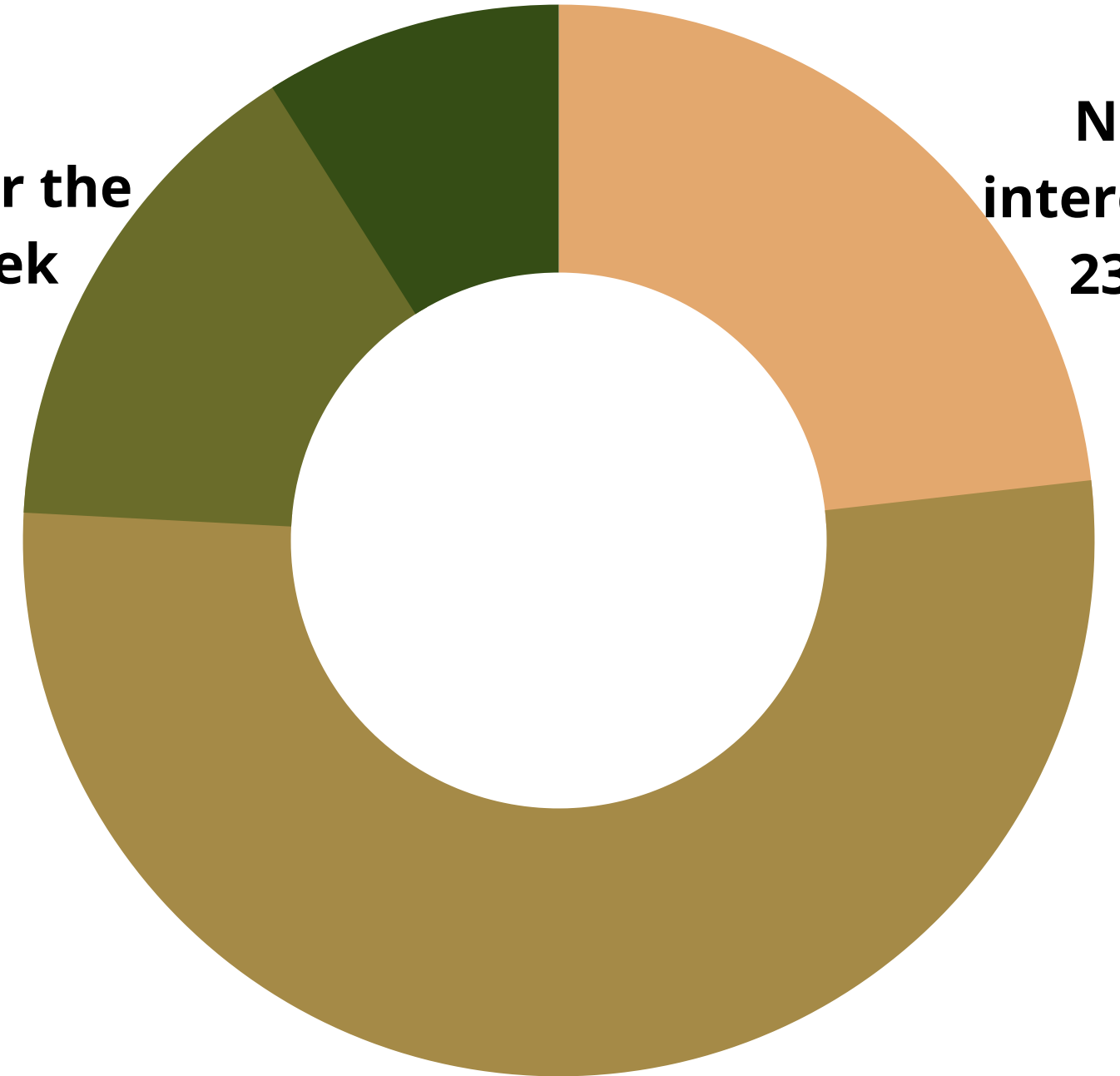
After the Covid-19 pandemic, how interested are you in working or attending school from home?

**Interested for the entire week
15%**

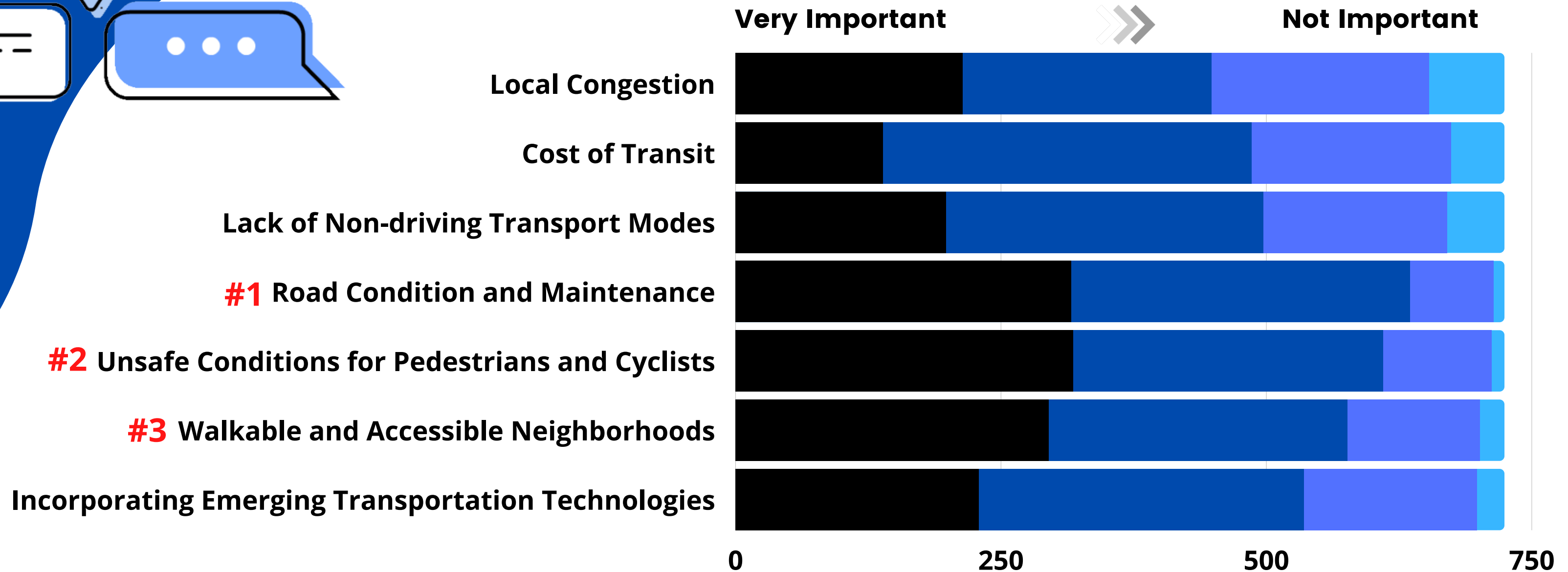
**Would not be able to work or attend school from home
9%**

**Not interested
23%**

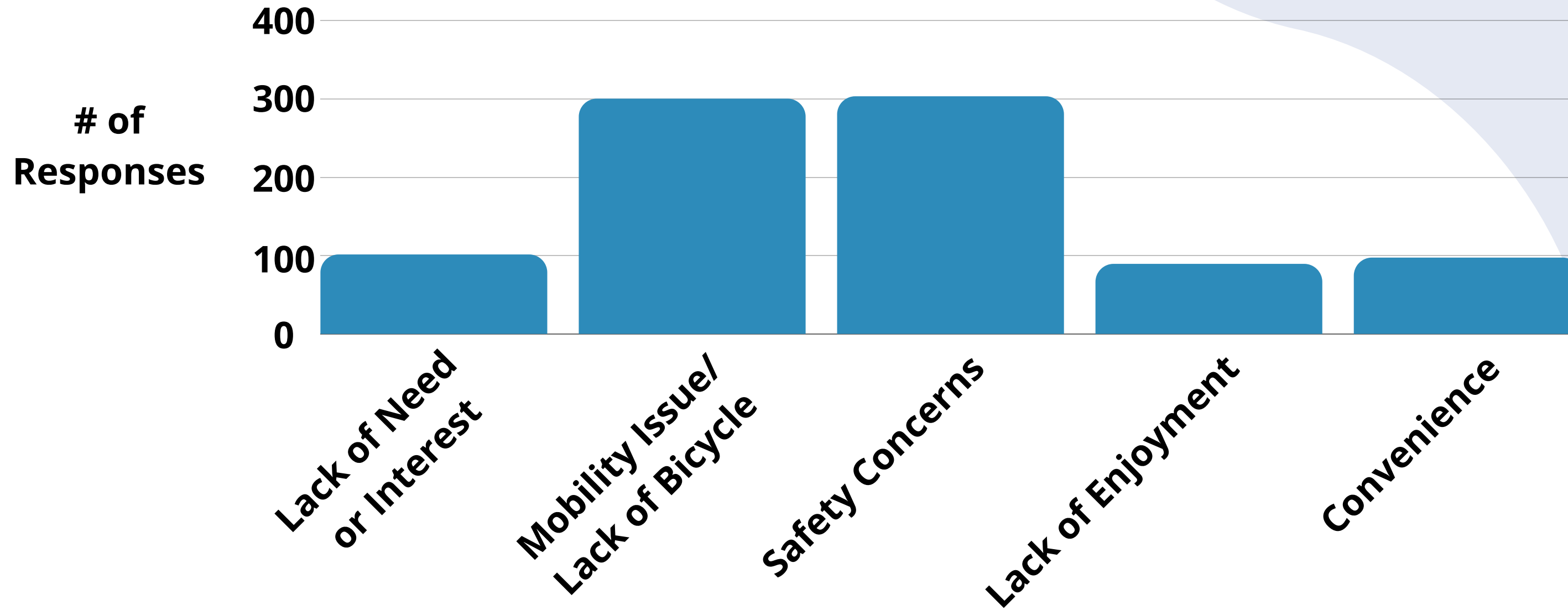
**Interested part of the Week
53%**



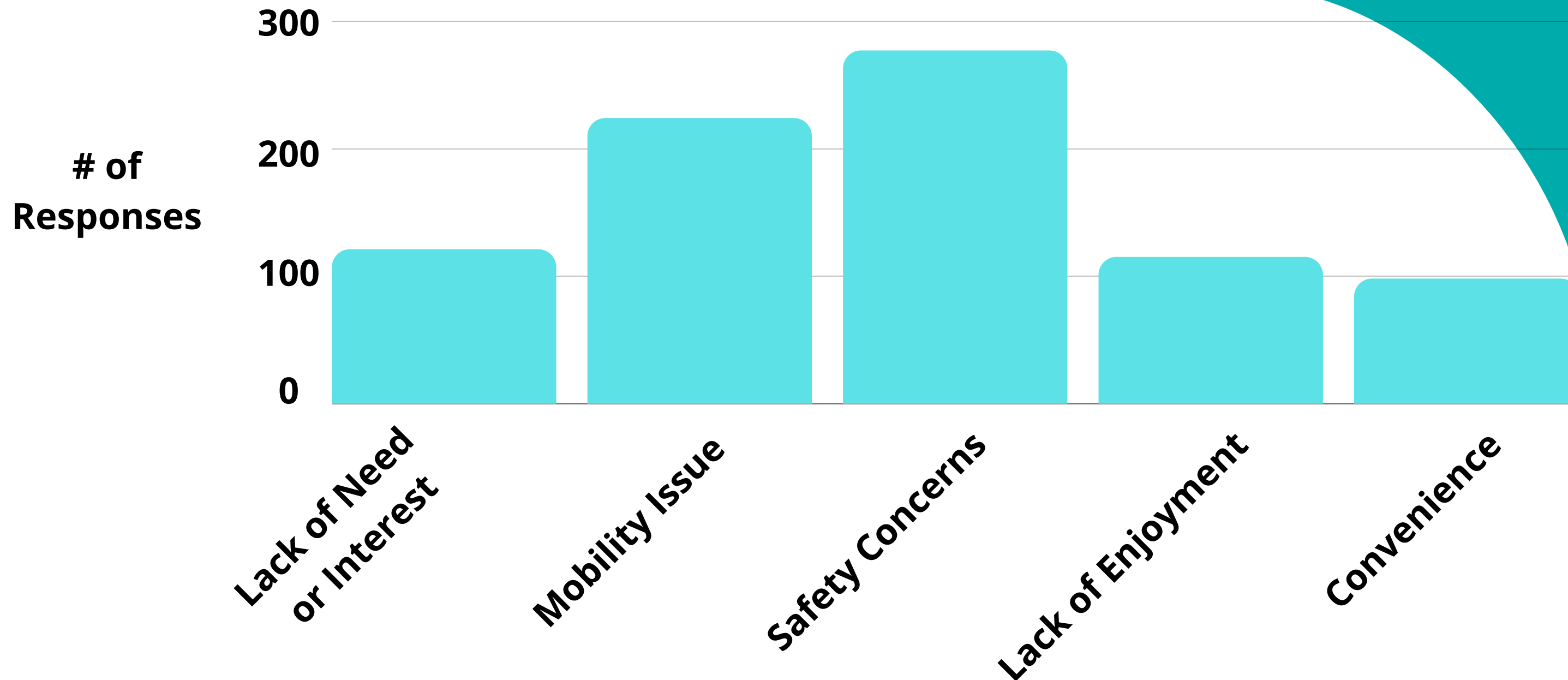
Which of the following transportation solutions for the Town of Innisfil are more important in your opinion?



What are barriers holding you back from cycling for recreation and/or health?



What are barriers holding you back from walking for recreation and/or health?



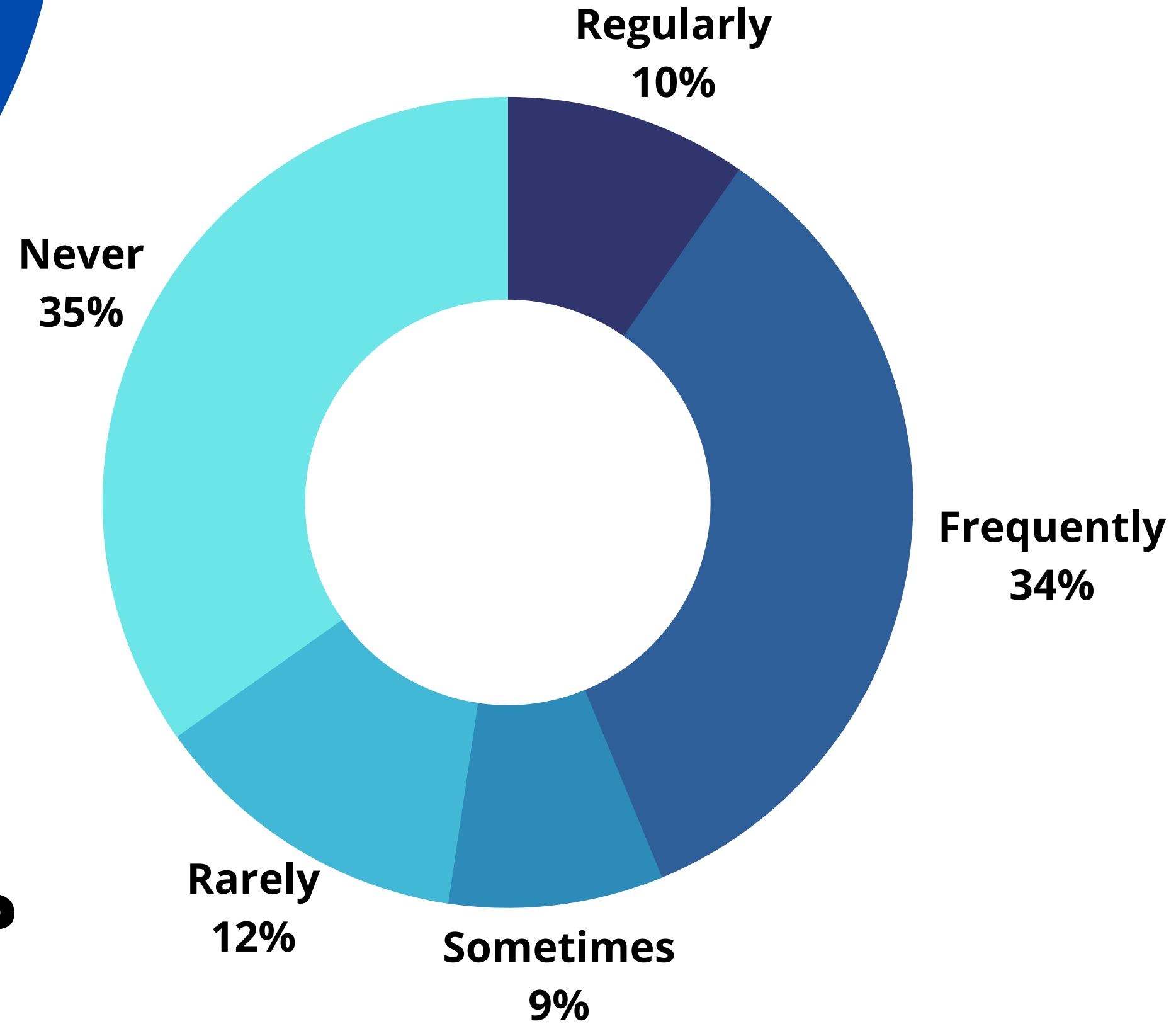


Respondents recommended that the following locations be considered for walking and cycling upgrades:

1. Innisfil Beach Road
2. Big Bay Point
3. 25th Sideroad
4. St. Johns Road
5. 20th Sideroad

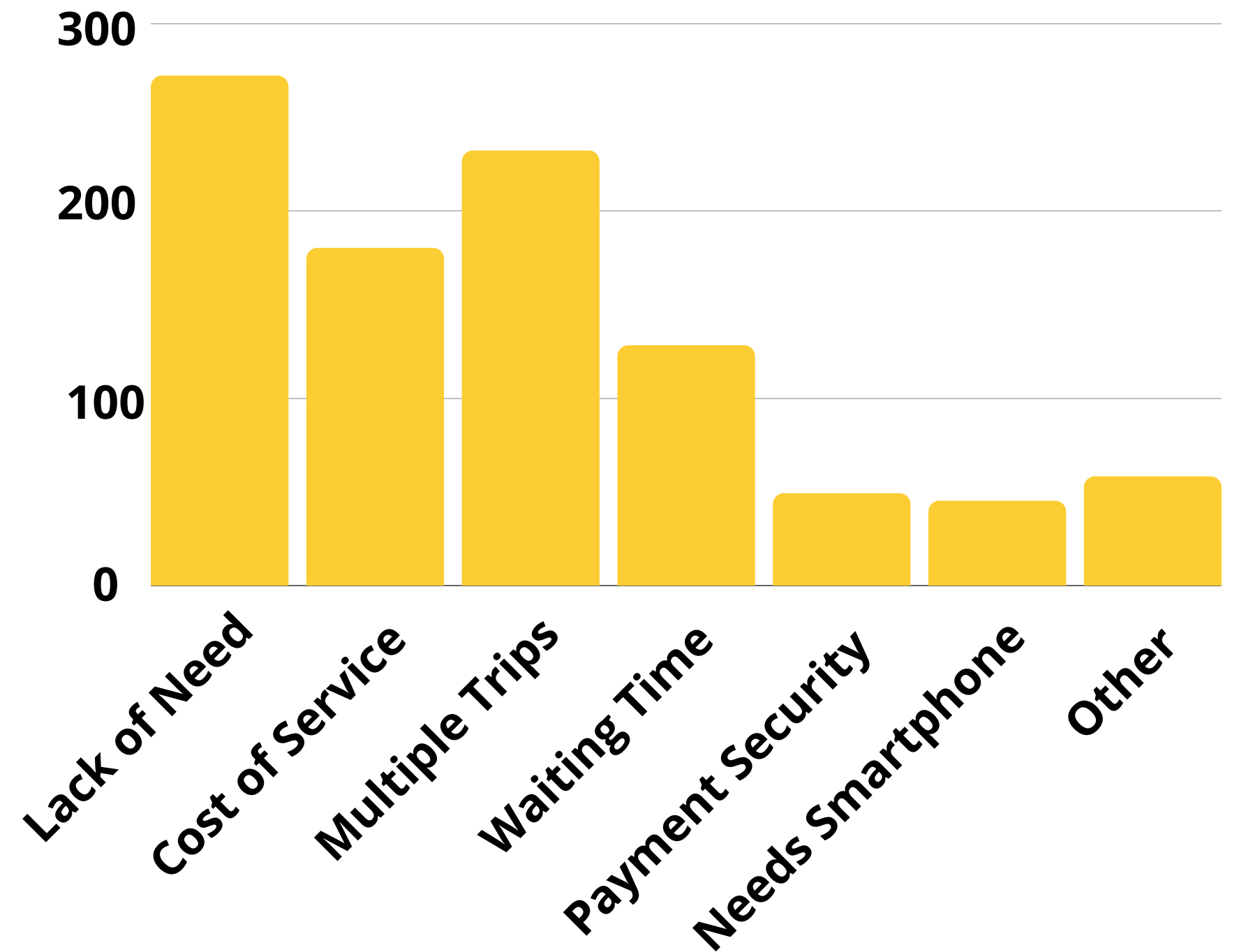


How often do you use the Innisfil Uber Transit service?



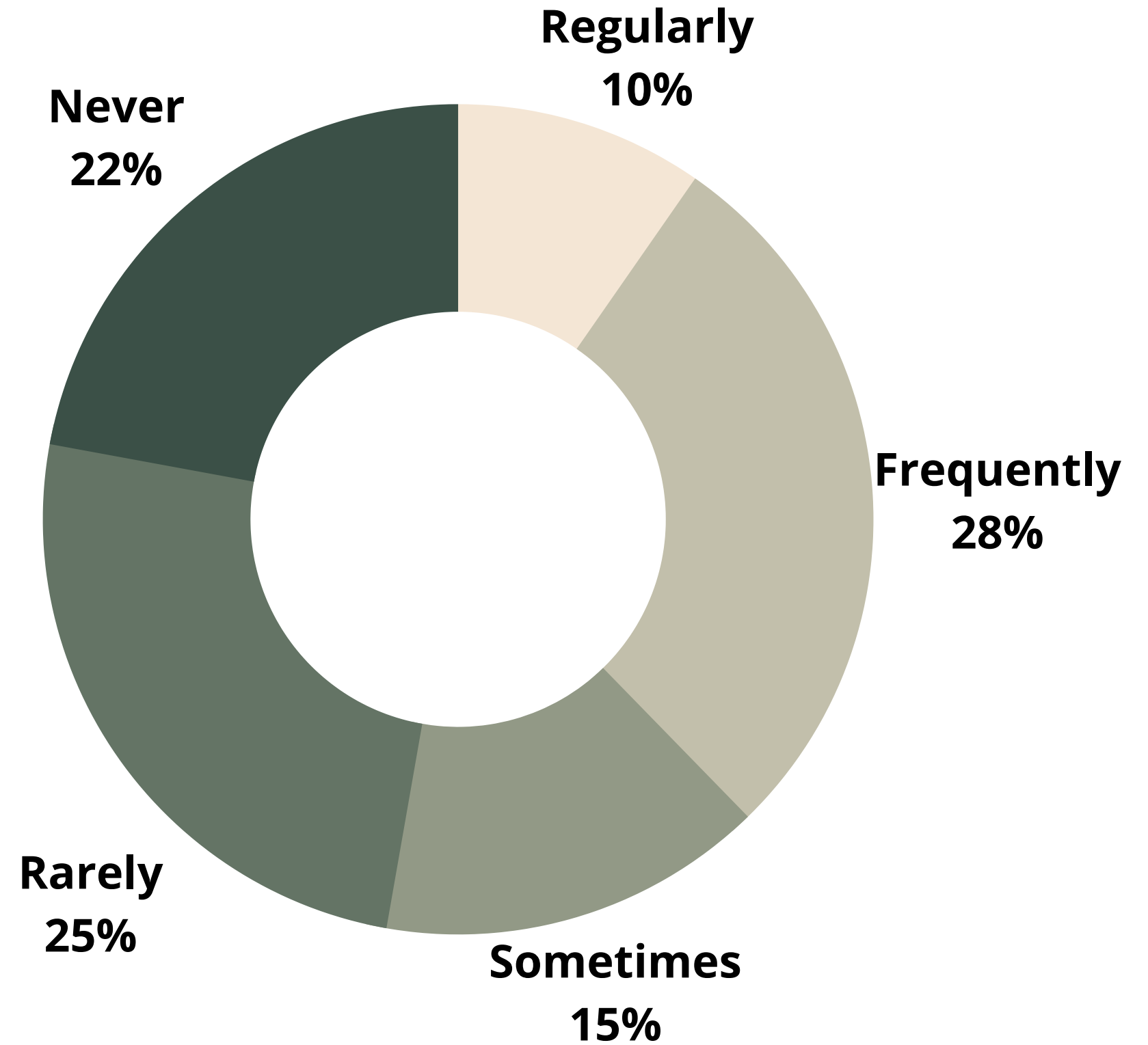
**What is holding
you back from
taking Uber
service more?**

**# of
Responses**





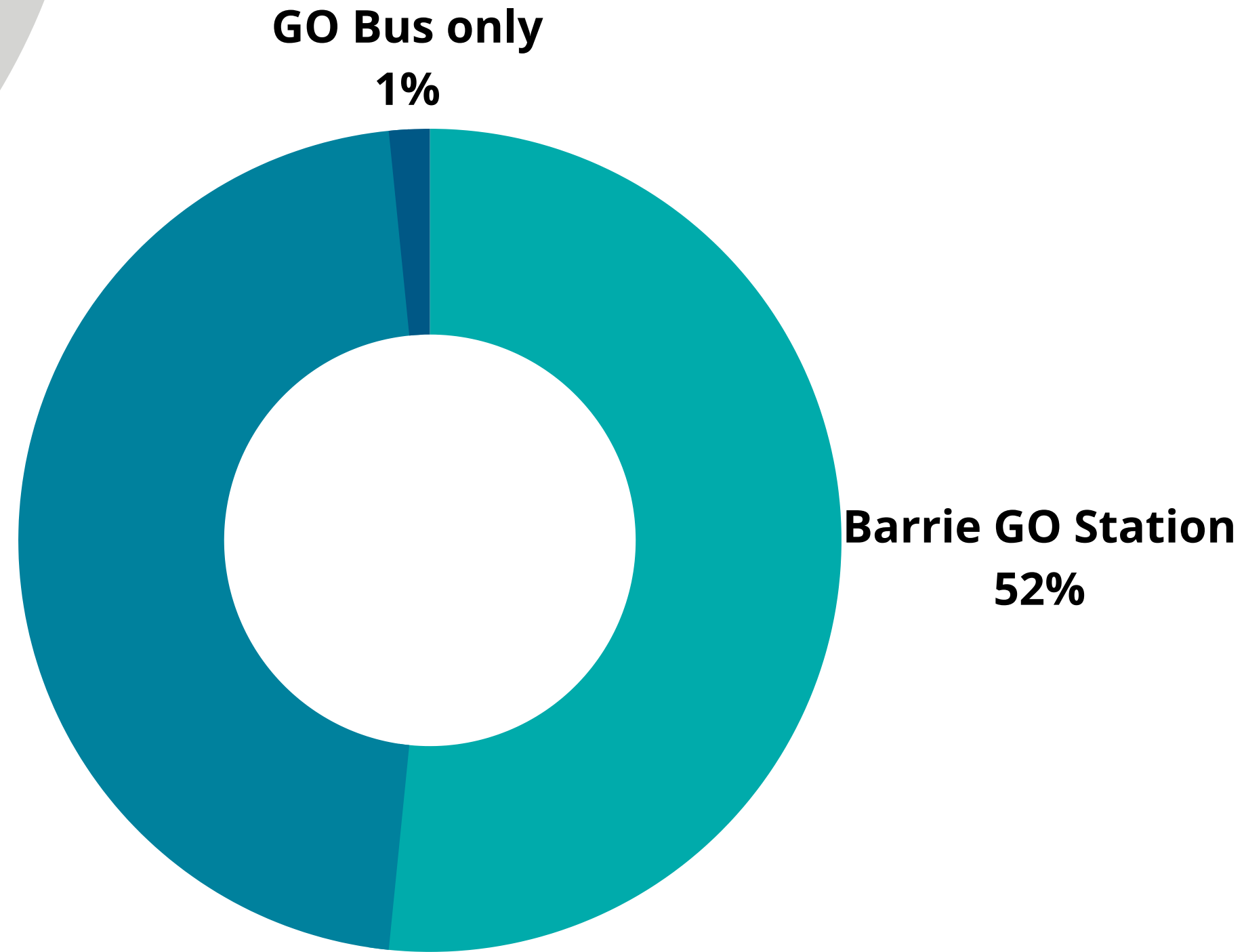
How often do you use GO Train and/or GO Bus services?

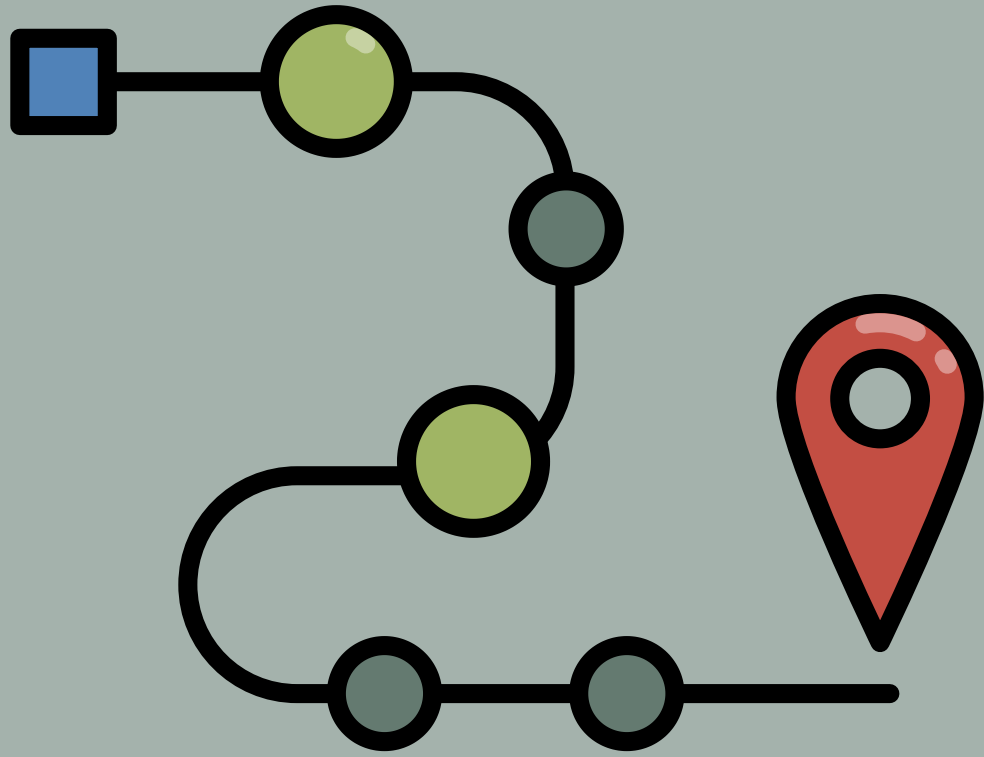




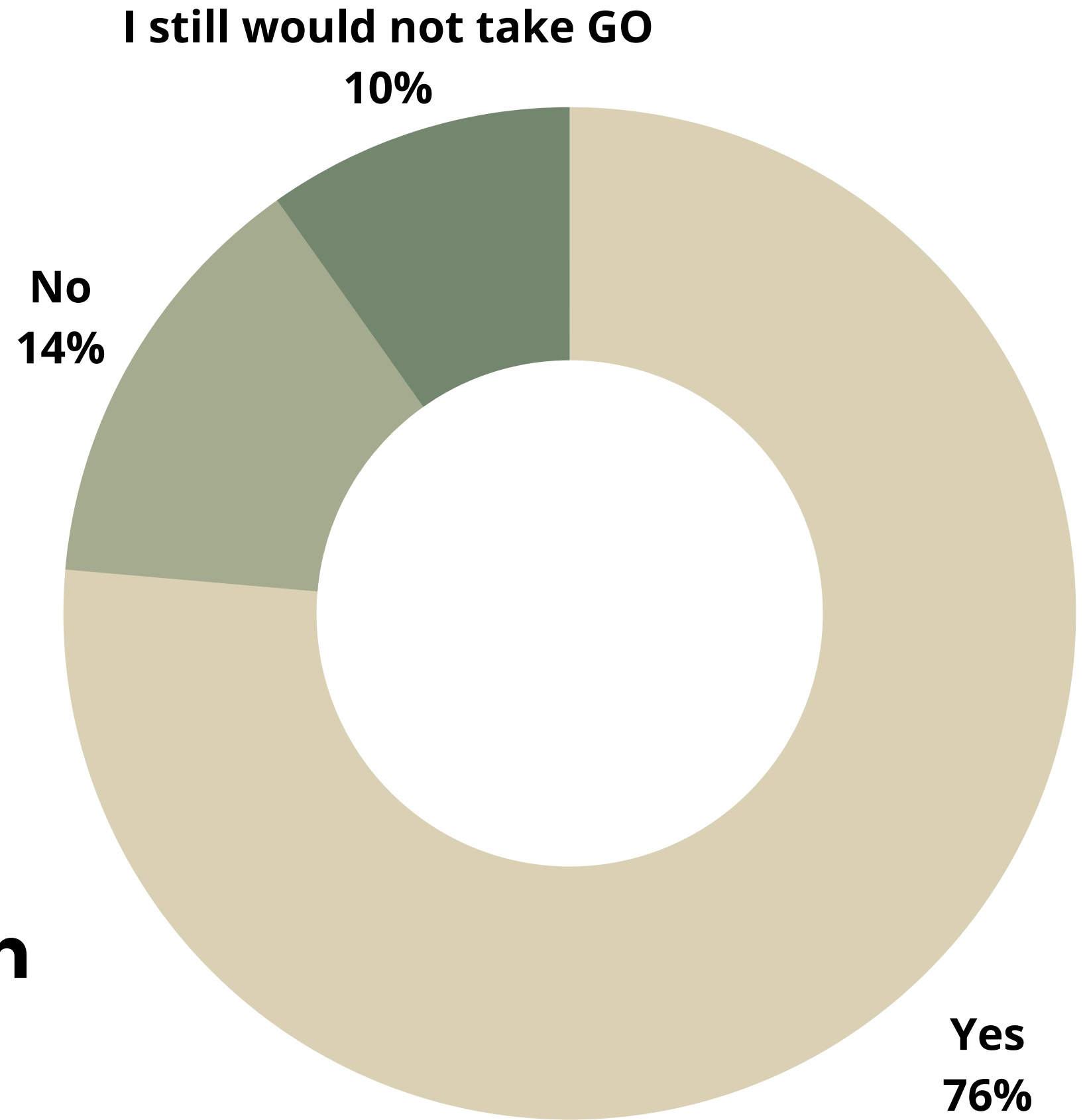
Bradford GO Station
47%

**Which GO
station do you
usually use?**





Would your first access be the Innisfil GO Station at 6th Line once completed?



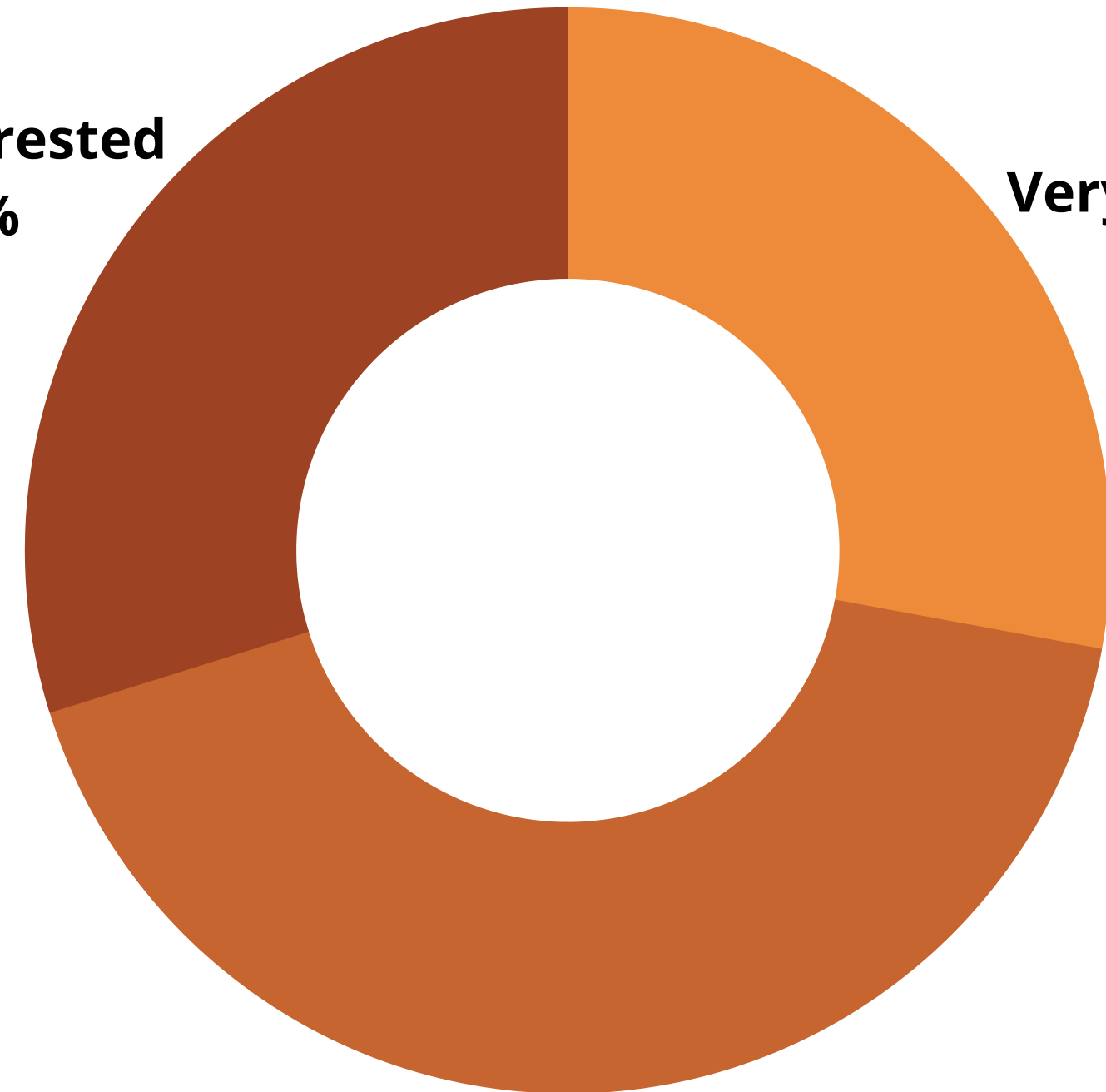
How interested would you be in using bike-share and e-scooters?



Not Interested
29%

Very Interested
28%

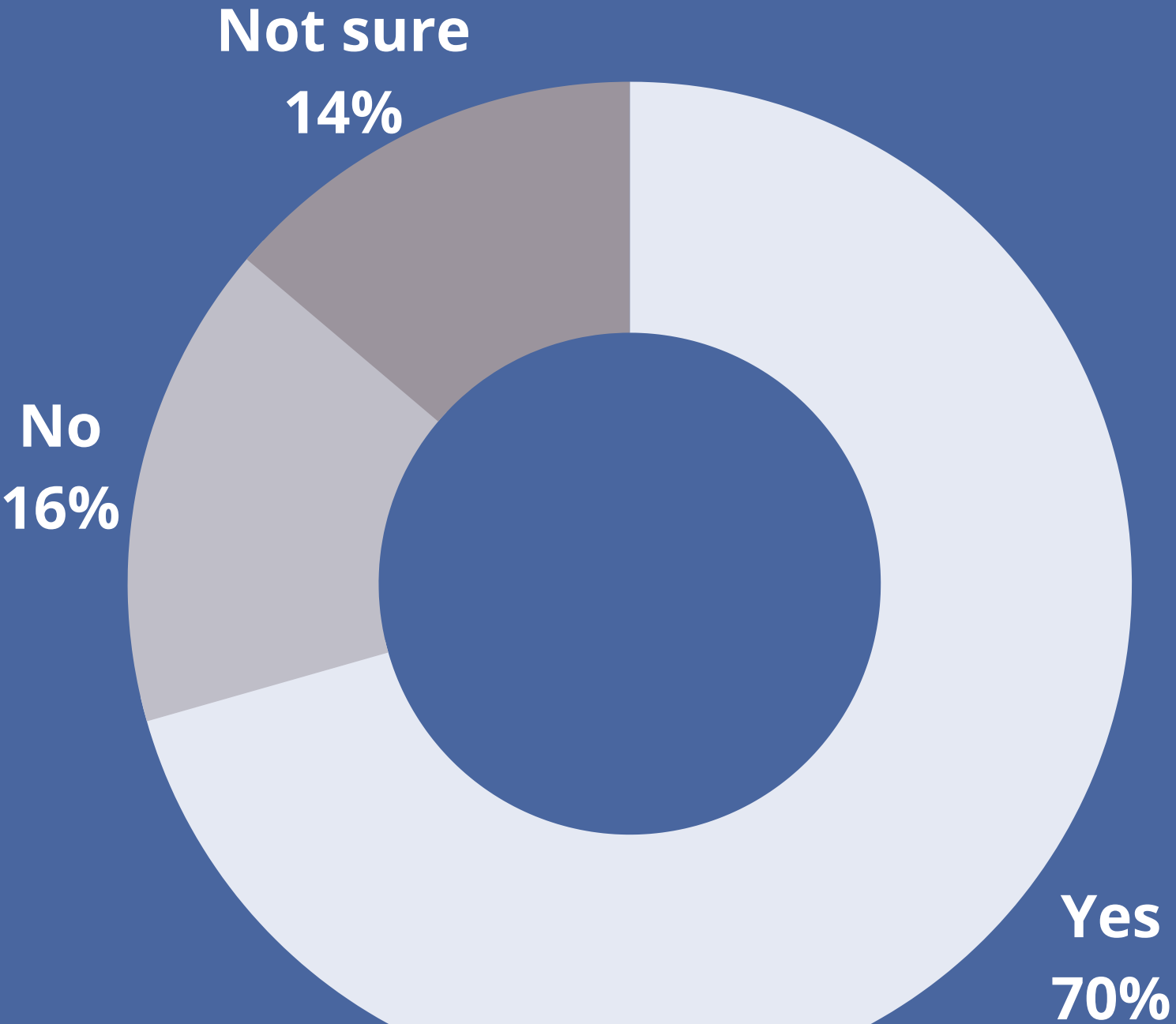
Somewhat Interested
43%

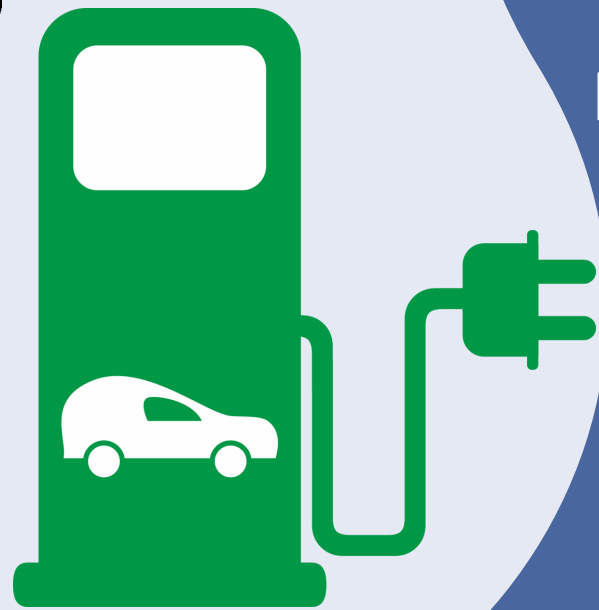
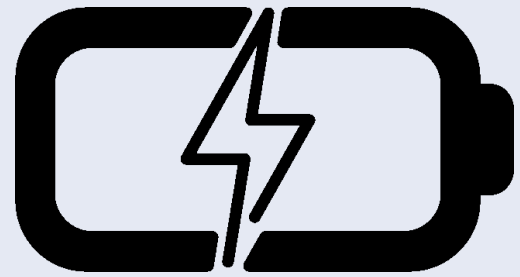
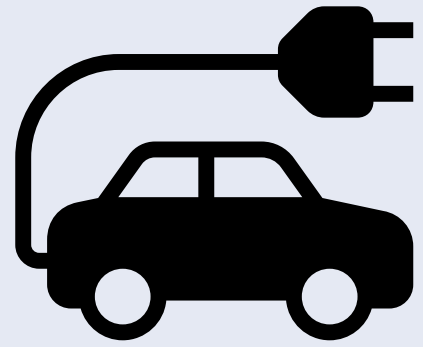


If the Town were to implement micromobility (i.e. bike-share, shared e-scooters), where would it make the most sense to implement?

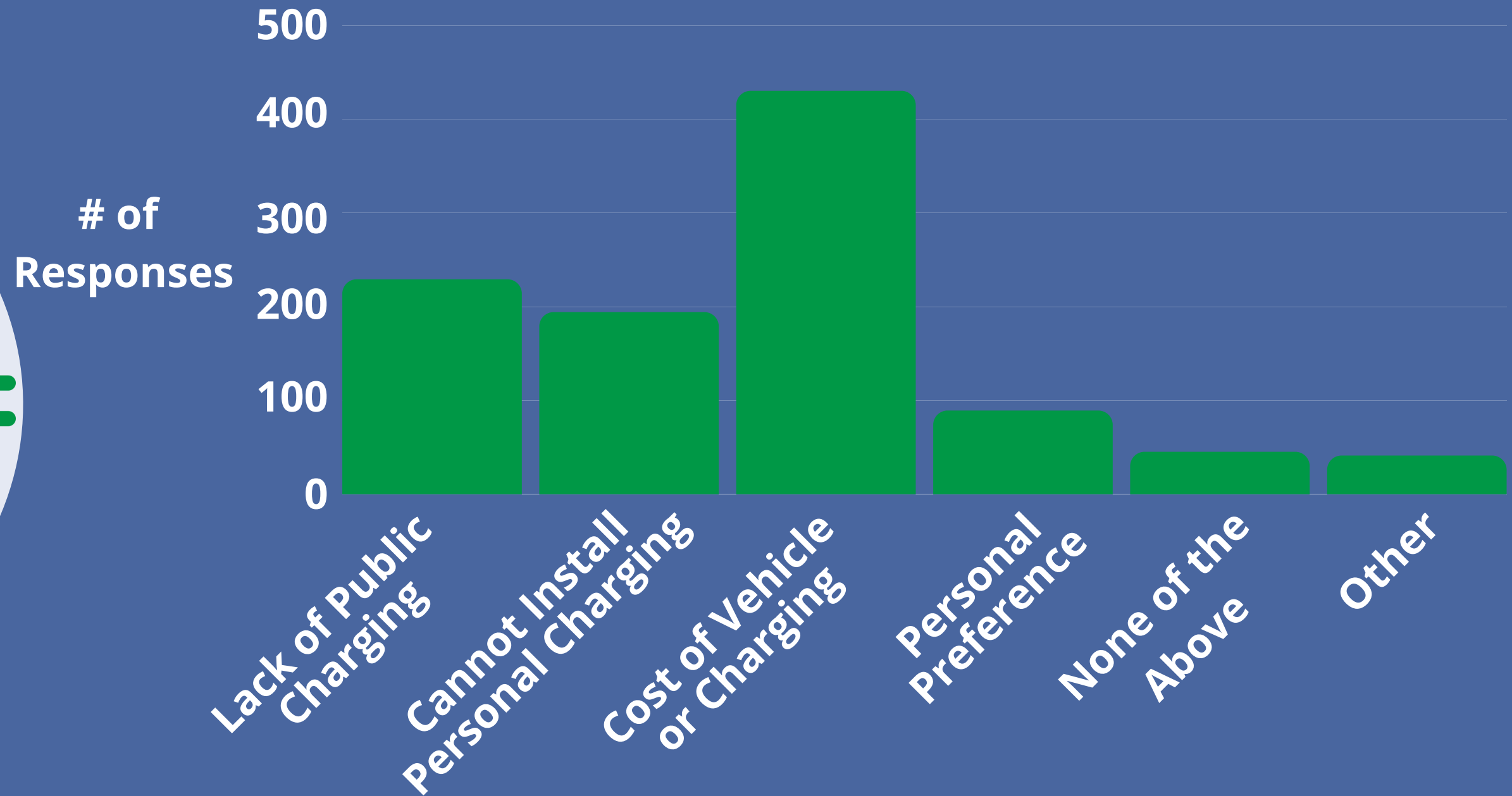


Would you consider an electric vehicle as your next car?





What would hinder you from buying an electric vehicle?





For more information, please visit
getinvolvedinnisfil.ca/tmplan



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Attachment 2

Technical Advisory Committee (TAC) Slides and Meeting Minutes



Technical Advisory Committee Meeting #1

2021 Transportation Master Plan

August 11, 2021

Project Team

Town of Innisfil

Meredith Goodwin, C.E.T

Project Manager
Capital Project Manager, Engineering
Town of Innisfil

Carolina Cautillo

Project Manager
Roads, Traffic, and Transportation
Town of Innisfil

Paul Pentikainen, MCIP, RPP

Senior Policy Planner
Town of Innisfil

Consultant Team

Ray Bacquie, P.Eng., MBA

Consultant Project Manager
Sr. Vice President, Transportation
R.J. Burnside & Associates

Gordon Hui, B.A.Sc

Senior Transportation Planner
R.J. Burnside & Associates

Overview

- Study Objectives
- Study Context
- Needs and Opportunities
- Environmental, Cultural, and Social Objectives
- Vision and Alternative Strategies
- Next Steps

Study Objectives

Study Objectives

To plan for future growth, the Town of Innisfil will need to:



Update the last Transportation Plan to identify needs and solutions to the year 2041 and 2051



Establish a blueprint for the Town to develop its future transportation network



Develop sidewalk, trail policies and pedestrian crossing policies



Confirm complete streets policies



Enhance the Town's connectivity to the County and inter-regional transportation network

Study Approach and Consultation

Phase 1 Problem Or Opportunity

- **Identify Natural, Social and Cultural Heritage Assets**
- **Assess Existing and Future Needs and Opportunities**
 - Road, transit, active transportation and safety needs
 - Planned growth and transportation forecasting
 - Future needs and opportunities

Public Information Centre # 1

Phase 2 Alternative Solutions

- **Identify and Analyze Alternative Solutions (Strategies)**
- **Evaluation and Selection of Preferred Alternative**
- **Preferred Network Solution (Strategy)**

Public Information Centre # 2

Future Phases Not within this study

- **Phase 3:** Alternative Design Concepts for Preferred Solution
- **Phase 4:** Environmental Study Report
- **Phase 5:** Implementation

Continuous Collaboration

The Transportation Master Plan will be carried out in accordance with the Municipal Class Environmental Assessment (MCEA) process.

Guiding Documents

Provincial

- Provincial Policy Statement (PPS)
- A Place to Grow Growth Plan for the GGHA
- Metrolinx Regional Transportation Plan
- Simcoe Area Multi-Modal Transportation Strategy
- Barrie GO Rail Expansion
- Provincial Environmental Policies
- Highway 400/Innisfil Beach Road Overpass

County

- Simcoe County Official Plan
- 2021 Transportation Master Plan
- Trails Strategy
- Transit Feasibility and Implementation Study
- 5-Year Economic Strategy

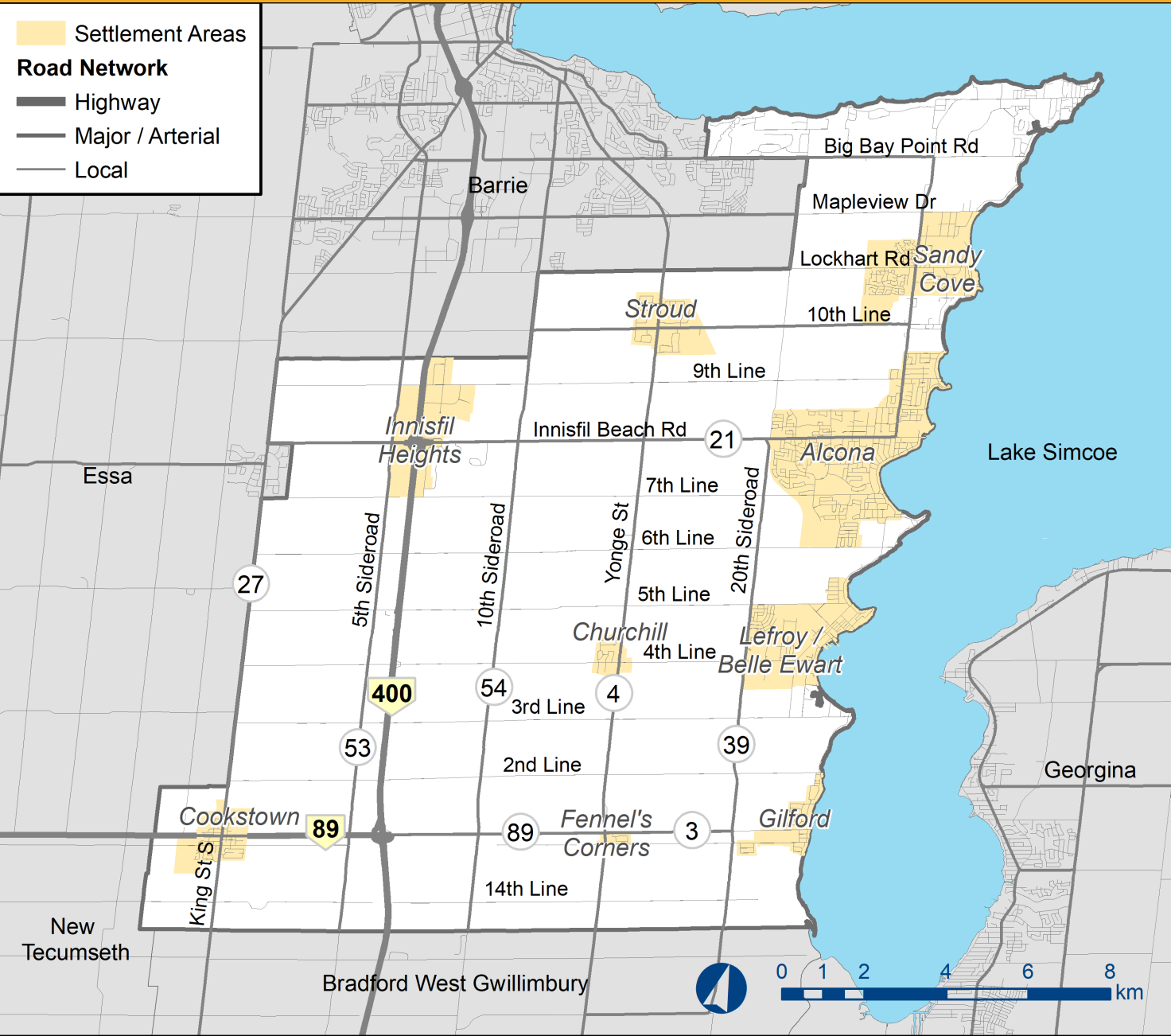
Town

- Official Plan (“Our Place”)
- Strategic Plan (“Innovative Innisfil 2030”)
- The Orbit: Innisfil Community
- 2018 Transportation Master Plan
- Cultural Master Plan
- Tourism Destination Master Plan
- Trails Master Plan
- Highway 400 / 6th Line Interchange



Study Context

Urban Structure



Settlement Areas

- Cookstown
- Innisfil Heights
- Stroud
- Churchill
- Fennel's Corners
- Sandy Cove
- Alcona
- Lefroy/Belle Ewart
- Gilford

Strategic Employment Area

- Innisfil Heights

Major Transit Station Area (MTSA)

- Innisfil GO Station area in Alcona

Travel Characteristics

Trip Generation

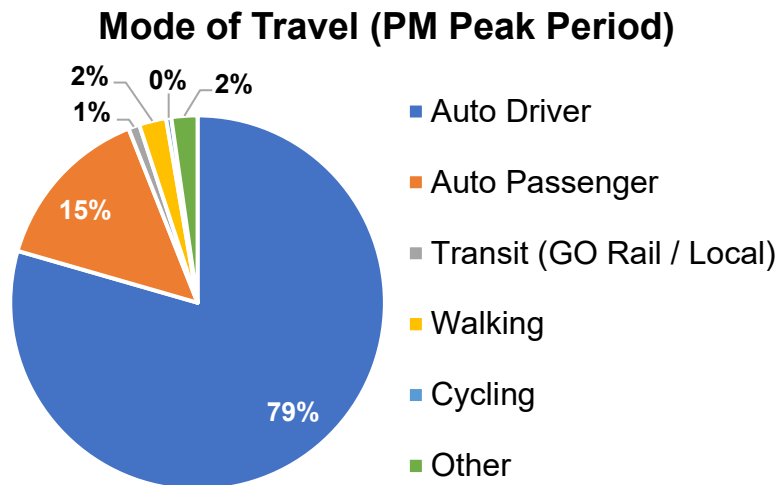
- 9,000 outbound trips during the AM peak period
- 10,000 inbound trips during the PM peak period

Trip Patterns (Origin-Destination)

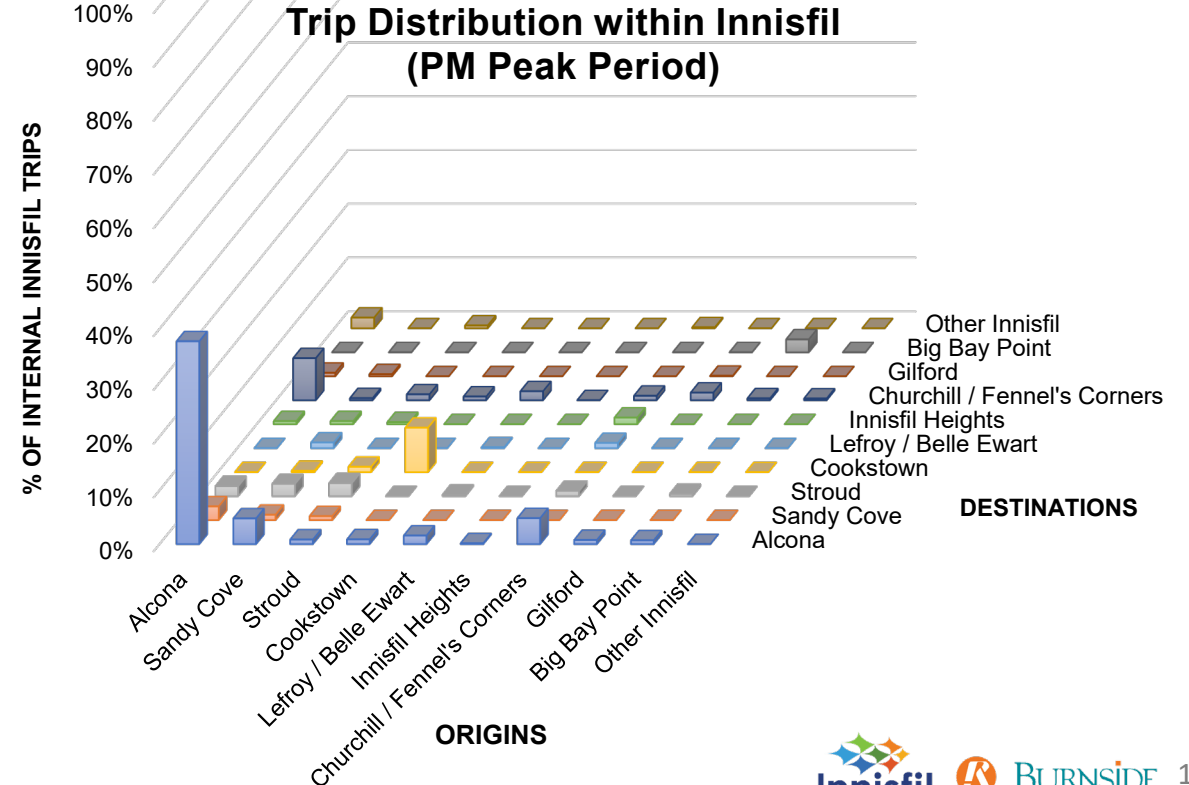
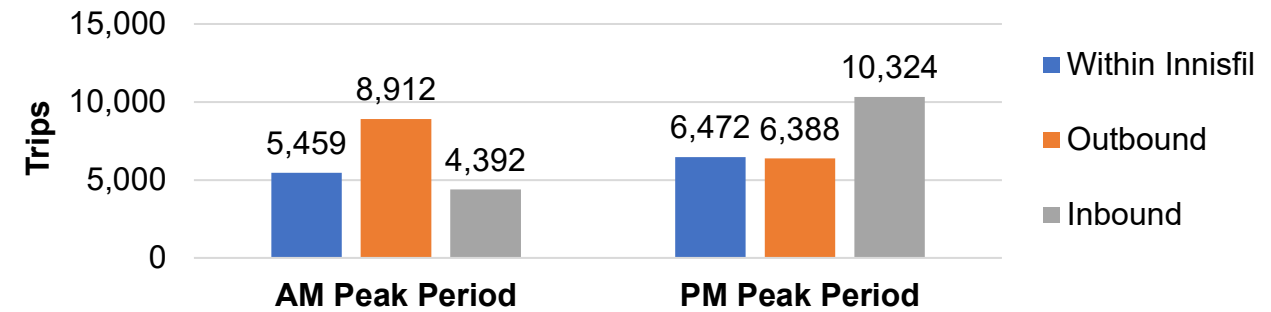
- 68% of internal Town trips are to/from Alcona during the peak period
- Majority of external trips are oriented to Barrie and the rest of Simcoe County

Modal Split

- Most trips are auto-based





Trip Distribution





Land Use Forecasts

	 Population	 Employment
2021	47,600	8,600
2031	60,300	13,100
2041	76,400	15,100
2051	100,000 *	Subject to Further Analysis

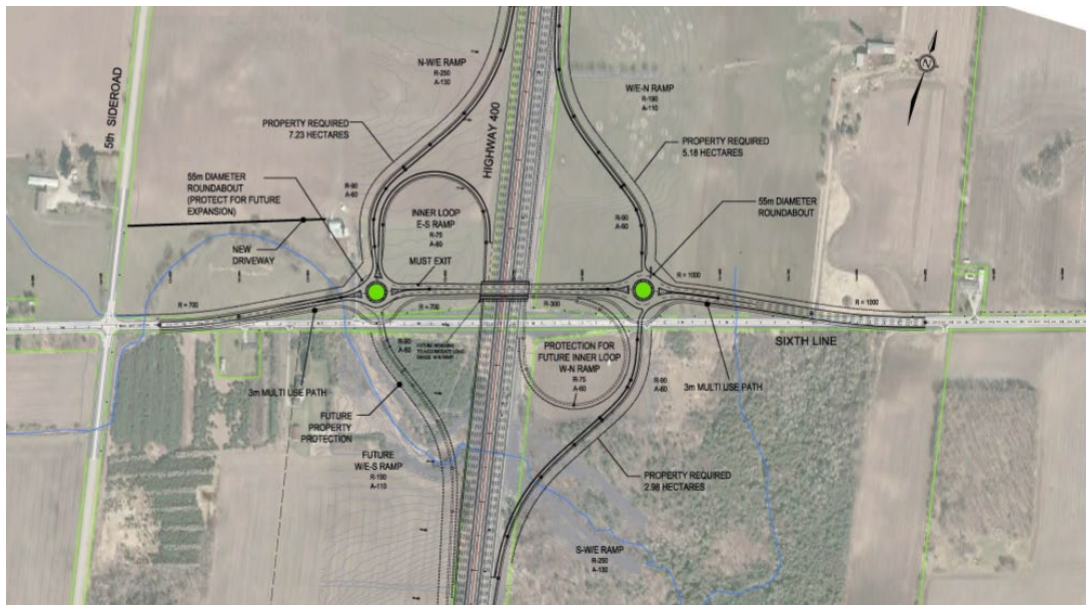
** Being used for Master Planning exercises*

Transportation Needs and Opportunities

Road Needs and Opportunities

Provincial Roads - Planned and Budgeted Improvements

Road / Intersection	From	To	Improvement	Timeline	Status	Source
Highway 400	1 km South of Highway 89	Highway 11	3 to 5 lanes (per direction) including a HOV lane	2031	Budgeted	MTO Highway 400 Improvements ESR
6th Line Interchange / Highway 400			New interchange	2031	Budgeted	6th Line ESR
Highway 89 East-West Link Improvements			Cookstown Alternate Route	-	Proposed	2018 TMP



6th Line Interchange



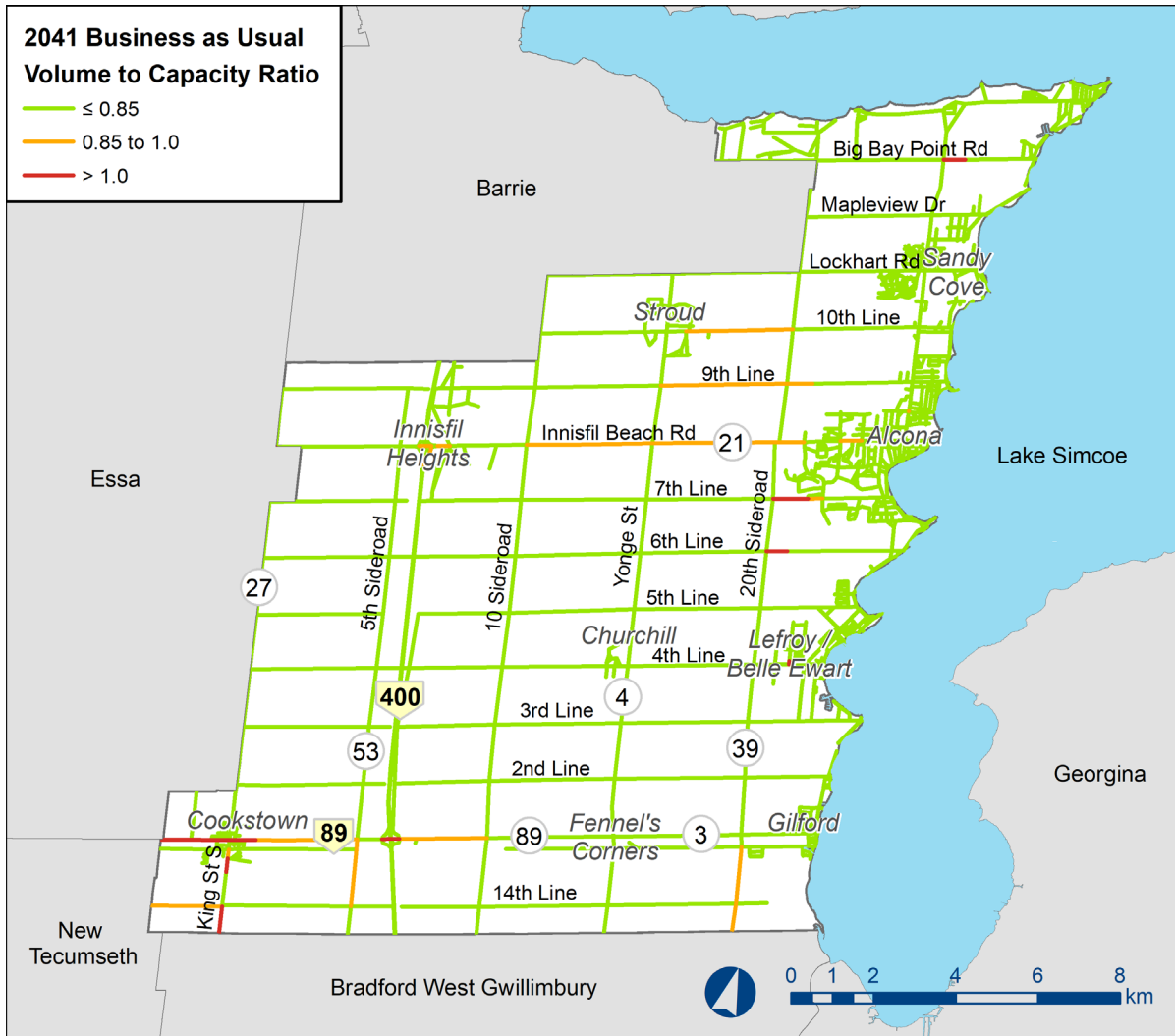
Highway 89 East-West Link Improvements

Road Needs and Opportunities

County Roads - Planned and Budgeted Improvements

Road	From	To	Improvement	Timeline	Status	Source
County Road 4 (Yonge Street)	County Road 89	Barrie City Limit	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 4 (Yonge Street)	Bradford Boundary (8th Line)	County Road 89	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 21 (Innisfil Beach Road)	County Road 27	County Road 39 (20th Sideroad)	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 53 (5th Sideroad)	County Road 21 (Innisfil Beach Road)	Barrie City Limit	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 54 (10th Sideroad)	County Road 21 (Innisfil Beach Road)	Barrie City Limit	2 to 4 lane widening	Beyond 2031	Proposed *	Simcoe County TMP (2014)
County Road 21 (Innisfil Beach Road)	County Road 27	County Road 39 (20th Sideroad)	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)

Road Capacity Needs



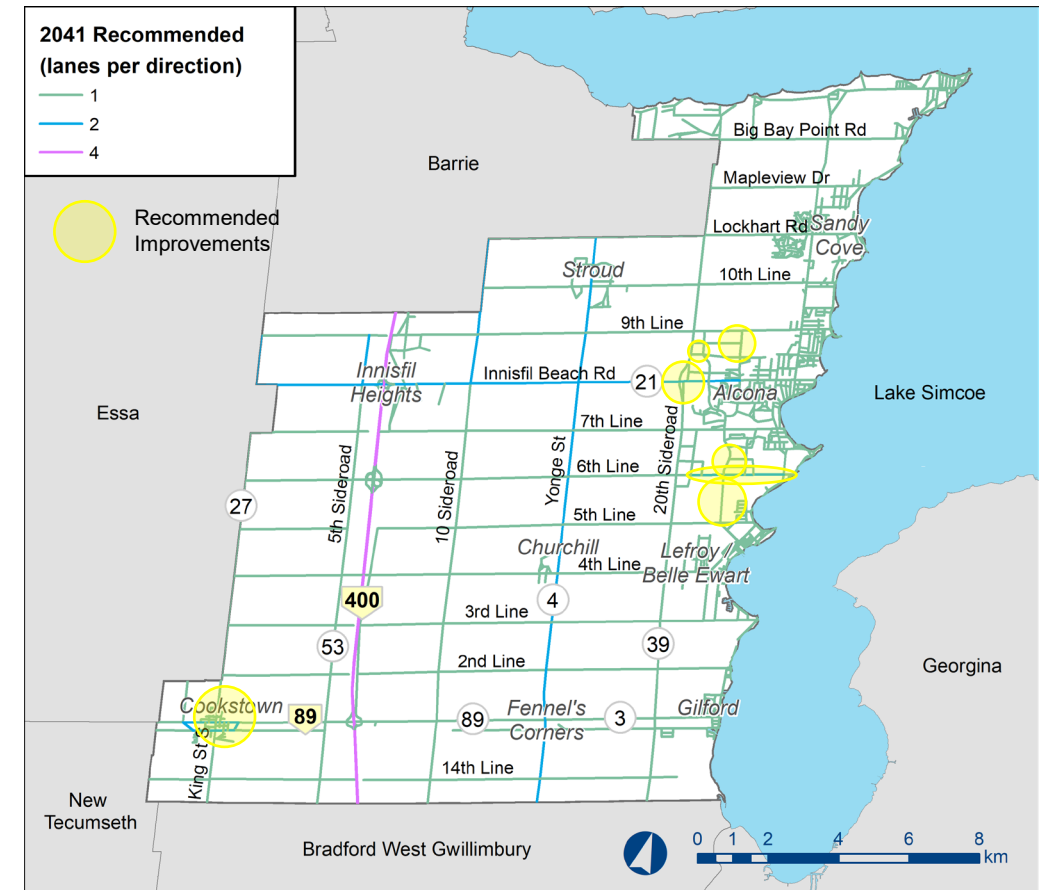
The following major road segments were identified to approach / exceed capacity under the **2041 “Business-As-Usual” scenario** (which includes planned road widenings):

- 10th Line between Yonge St and 20th Sideroad
- 9th Line between Yonge St and 20th Sideroad
- Innisfil Beach Road (County Road 21), *despite the 2 to 4 lane widening improvements*
- 7th Line, east of 20th Sideroad
- 6th Line, east of 20th Sideroad
- County Road 89, west of 10 Sideroad
- 14th Line, west of King St S
- King St S, south of Cookstown
- 5th Sideroad, south of County Road 89
- 20th Sideroad, south of County Road 3 (Shore Acres Drive)

Road Capacity Planned Improvements / Opportunities

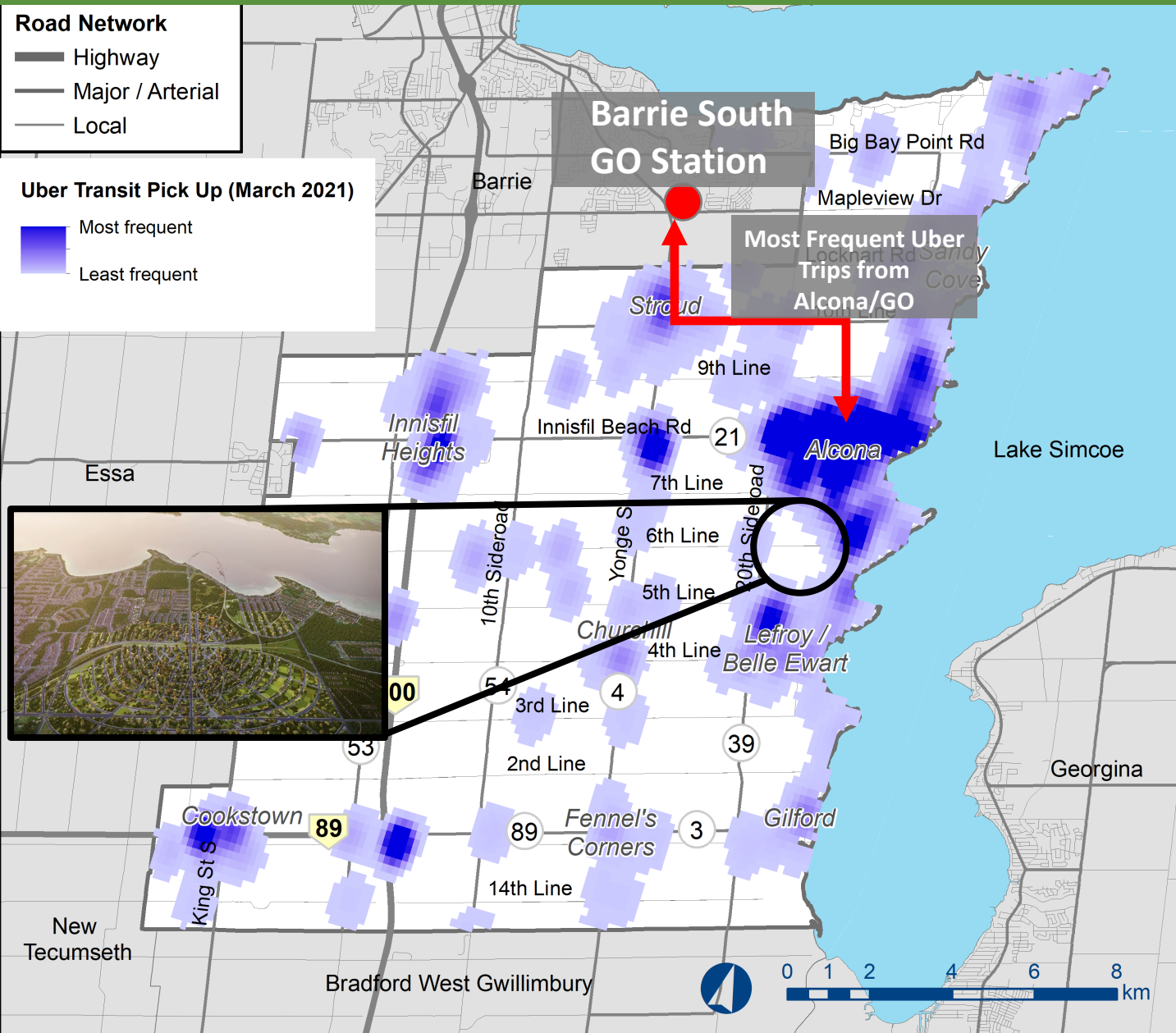
The previous *Transportation Master Plan* (2018) identified the following additional road improvements to address future 2041 conditions:

Road	From	To	Improvement	Priority
Webster Boulevard	North Limit	20th Sideroad	Extension	Short-Term
Highway 89 East-West Link	West of Cookstown	East of Cookstown	Alternate Route	Short-Term
Webster Boulevard	Quarry Drive	6th Line	Extension	Short-Term
Jans Boulevard	North Limit	9th Line	Extension	Short-Term
6th Line	20th Sideroad	Angus Street	Widening	Short-Term
20th Sideroad Bypass	Leslie Drive	South of Innisfil Beach Road	Bypass	Medium-Term (2031)
Webster Boulevard	6th Line	5th Line	Extension	Medium-Term (2031)
6th Line	County Road 53 (5th Sideroad)	20th Sideroad	Widening *	Long-Term (Beyond 2031)



* Map does not include proposed improvements deemed a long-term priority

Transit Needs and Opportunities



Existing Transit System

GO Transit

- GO bus route (Barrie Transit Terminal to the Aurora GO Transit Station)

Simcoe Lynx Transit

- No significant connections to Innisfil origins or destinations

Innisfil Transit

- Town & Uber on-demand transit (since 2017): **reliable, affordable, serving all residents**
- Alcona to/from Barrie South GO Station is a frequent Uber route

Transit Plans and Opportunities

- Innisfil GO Station** will be located on 6th Line in the heart of the planned Orbit development
- Innisfil Transit** will be scaled, and fixed bus route alternatives will be explored

Pedestrian Needs and Opportunities

Proposed Pedestrian Improvements

In the 2018 TMP, a total of 7.61km of sidewalk improvements were recommended. These will be further confirmed using the sidewalk prioritization scoring system.

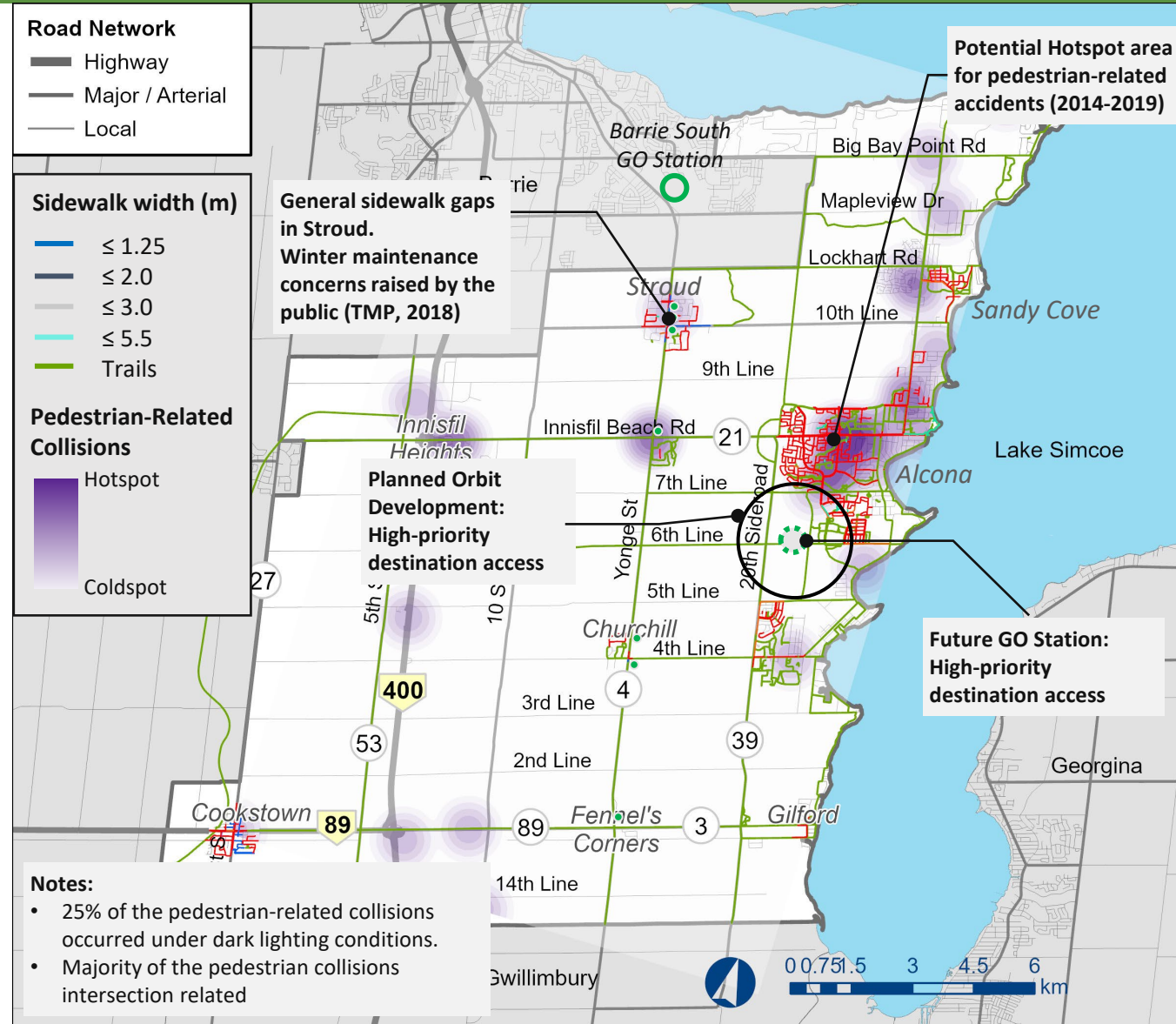
Area	Short Term	Medium Term
Alcona	0.33	3.38
Churchill	-	1.52
Cookstown	0.32	-
Gilford	1.24	-
Lefroy	-	0.14
Leonard's Beach	-	0.68
Subtotal (km)	1.89	5.72
Total (km)	7.61	

Sidewalk Prioritization Policy – Scoring Criteria

- Existing Sidewalk Condition
- AODA Requirements
- Identified in Trail Master Plan
- Land use, trip generators
- Road characteristics
- Public Support
- Constructability / Cost
- Safety Trends

Other Pedestrian Needs and Opportunities

- Pedestrian Crossing needs
- Comfort, convenience and walkability



Cycling Needs and Opportunities

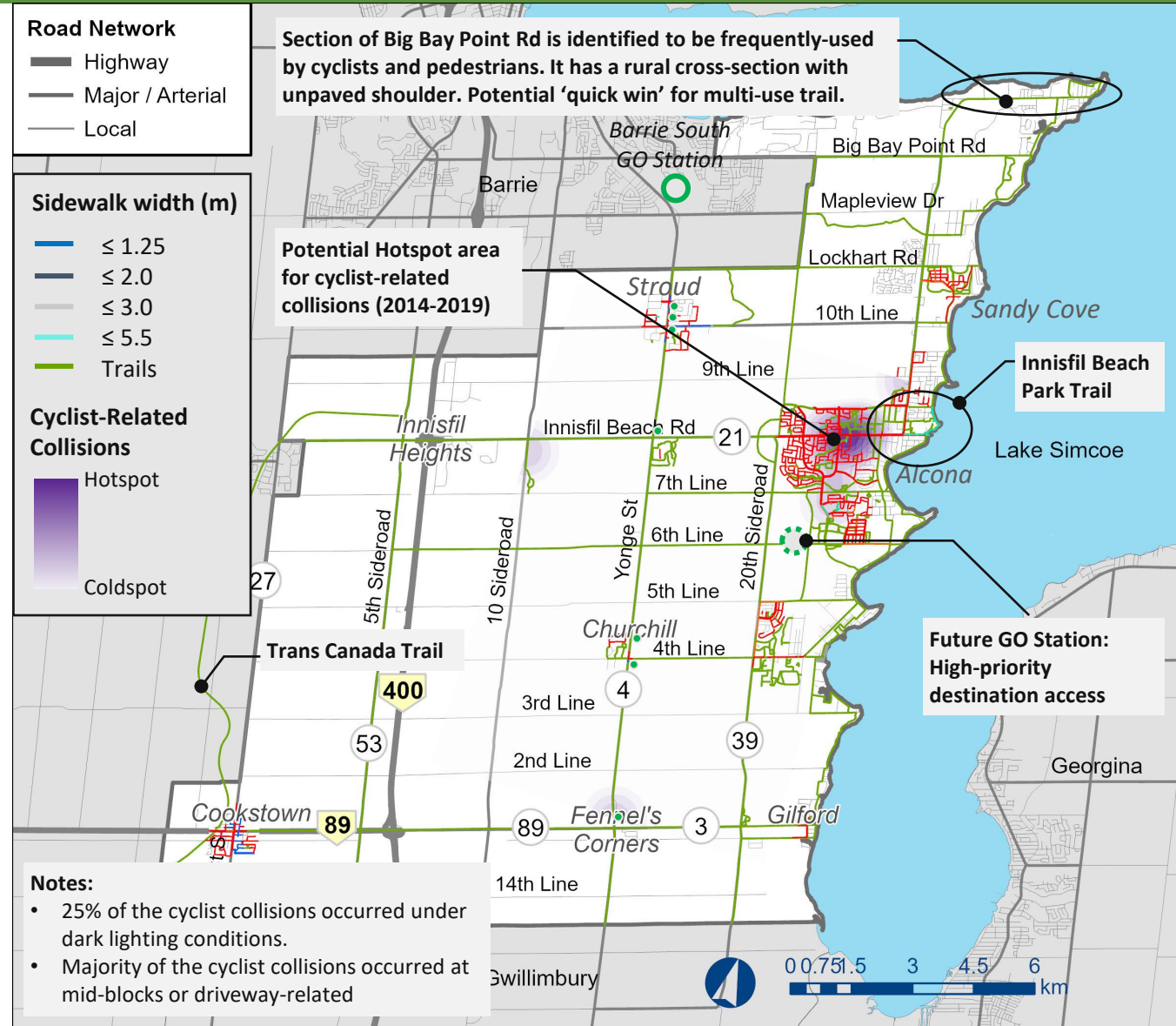
Proposed Cycling Network Improvements

In the 2018 TMP, a total of 74.21km of **cycling network improvements** were recommended. These will be further confirmed with detailed needs justification and analysis.

Area	Short Term	Medium Term	Long Term
Alcona	13.6	6.59	0.51
Churchill	1.37	-	-
Gilford	4.1	-	-
Lefroy	5.45	8.83	3.3
Rural	18.02	2.14	10.3
Subtotal (km)	42.54	17.56	14.11
Total (km)	74.21		

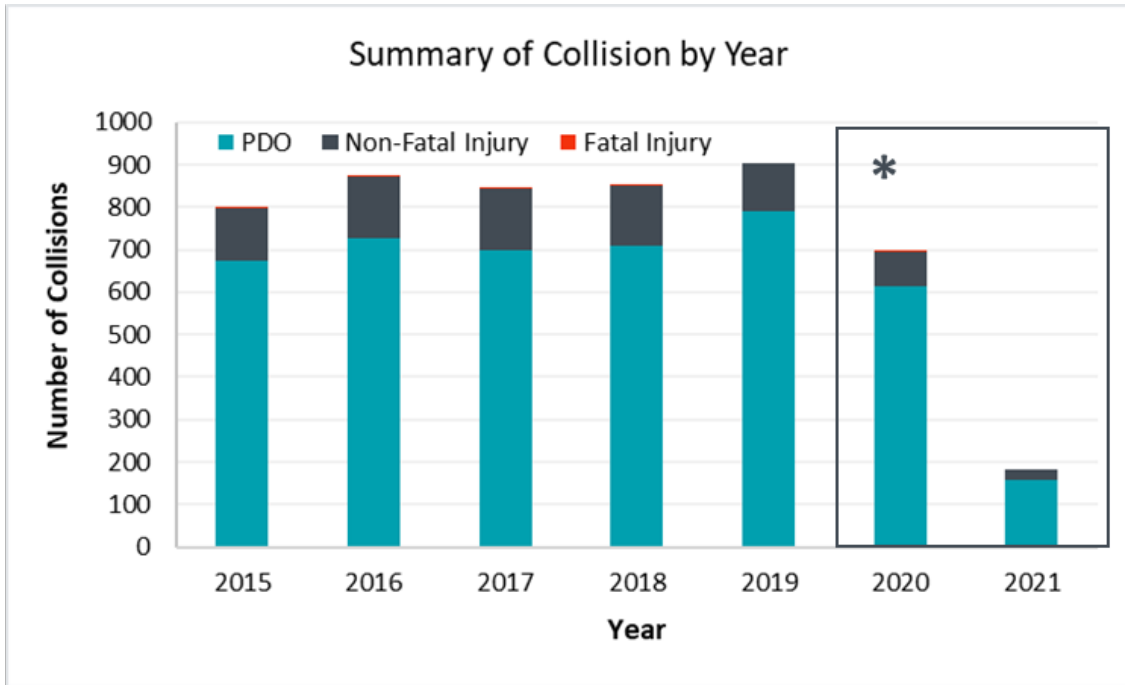
Confirming Cycling Network Improvements

- Routes designated in the Trails Master Plan
- Proximity and connections to major trip generators
- Anticipated cycling demand
- Network connectivity
- Use of street by vulnerable road users
- Safety considerations (vehicle speed and volumes)
- Existing and planned ROW widths
- Natural environment constraints
- Corridor environment (geometry, accesses)

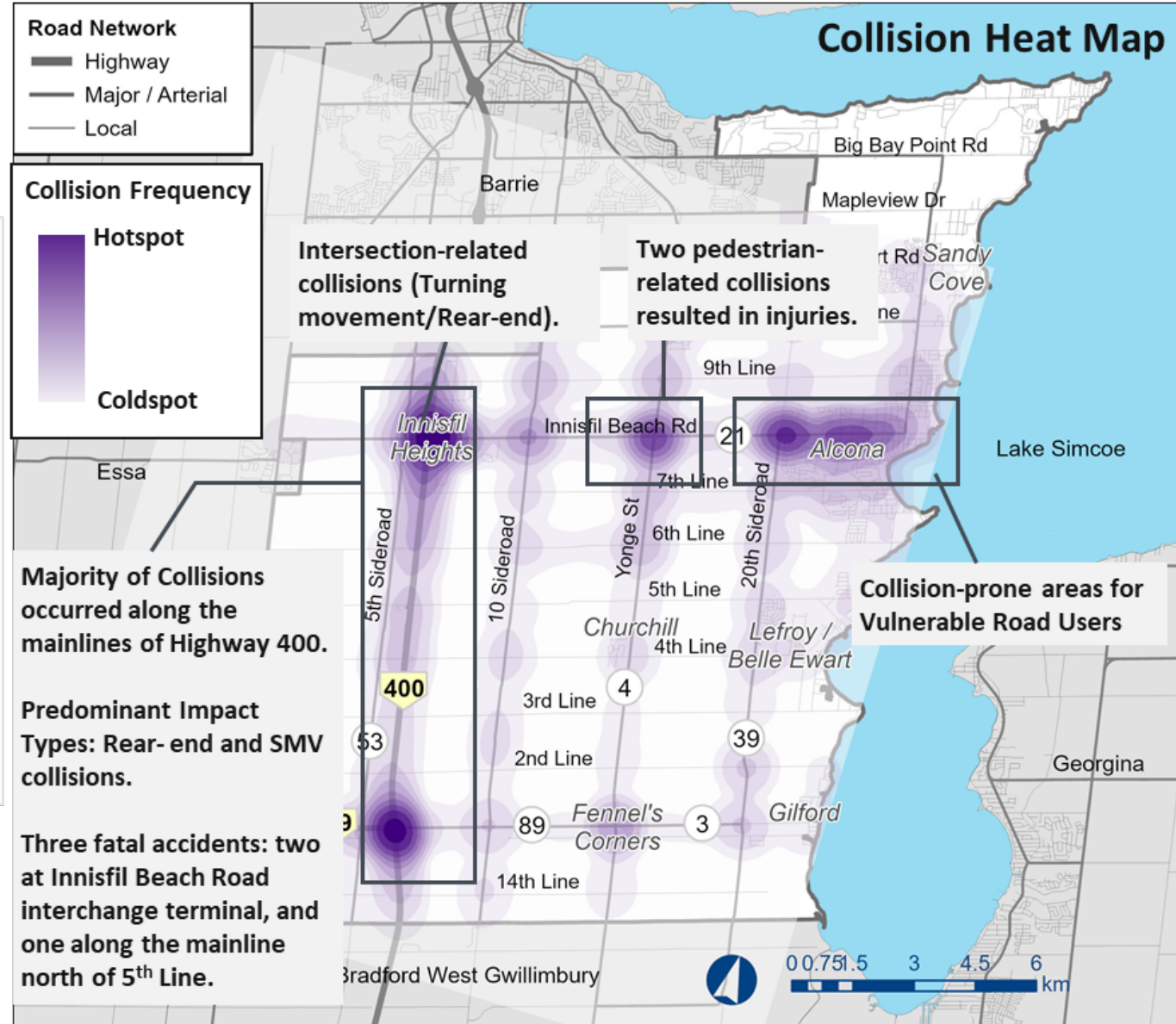


Traffic Safety Needs and Opportunities

- Town's collision data was reviewed
- 5-year of collision records (2015-2019) were used for analysis



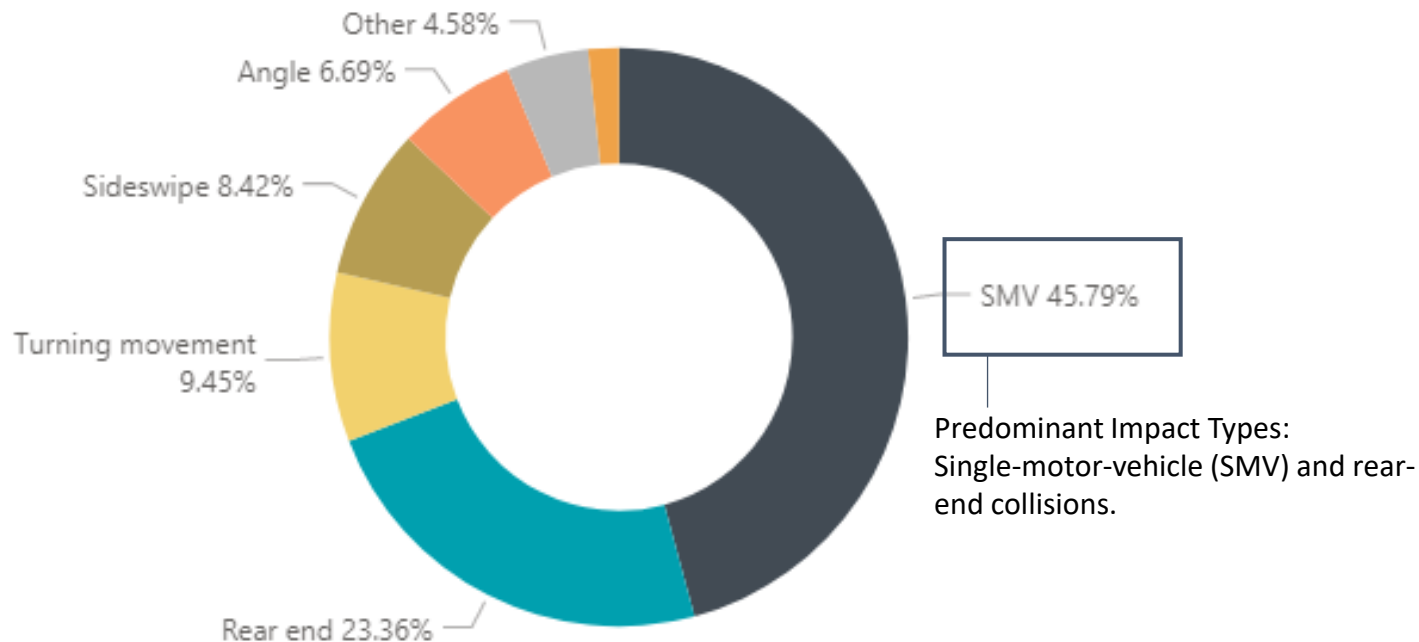
* Covid Period: The reduction in collision is likely due to the reduced traffic exposure due to the pandemic. Data for 2021 is incomplete.



Traffic Safety Needs and Operations

Preliminary Findings (2015 – 2019)

- Approximately 42% of accidents occurred during the winter months between November and February.
- Majority (84%) of the collisions are property-damage-only (PDO), followed by 15% of non-fatal injury and less than 1% of the collisions resulted in fatalities.
- Predominant Impact Types are single-motor-vehicle (SMV) and rear-end collisions.



4,276
Total Collisions

 **25**
Pedestrian-related Collision

 **12**
Cyclist-Related Collisions

Preliminary Assessment of Needs and Opportunities

Road Capacity

- Congestion throughout Highway 400 between Highway 89 and Highway 11 requiring extra capacity by 2031
- The need for additional east-west capacity in the Cookstown area
- Improvements to Innisfil Beach Road near Alcona and Innisfil Heights due to congestion
- North-south connectivity in Alcona to the future GO station

Operations and Safety

- Policies required for safe pedestrian crossings
- Protecting vulnerable road users such as pedestrians and cyclists in hot spot areas
- Improving traffic operations at key intersections
- Reviewing road classifications due to future infrastructure (ex. future GO station and interchange)

Active Transportation

- Upgrade active transportation infrastructure in key destination areas such as the future GO Station, Big Bay Point Road
- Introducing sidewalks in Stroud where there are gaps in the sidewalk network
- Assessing require road right-of-way for future improvements

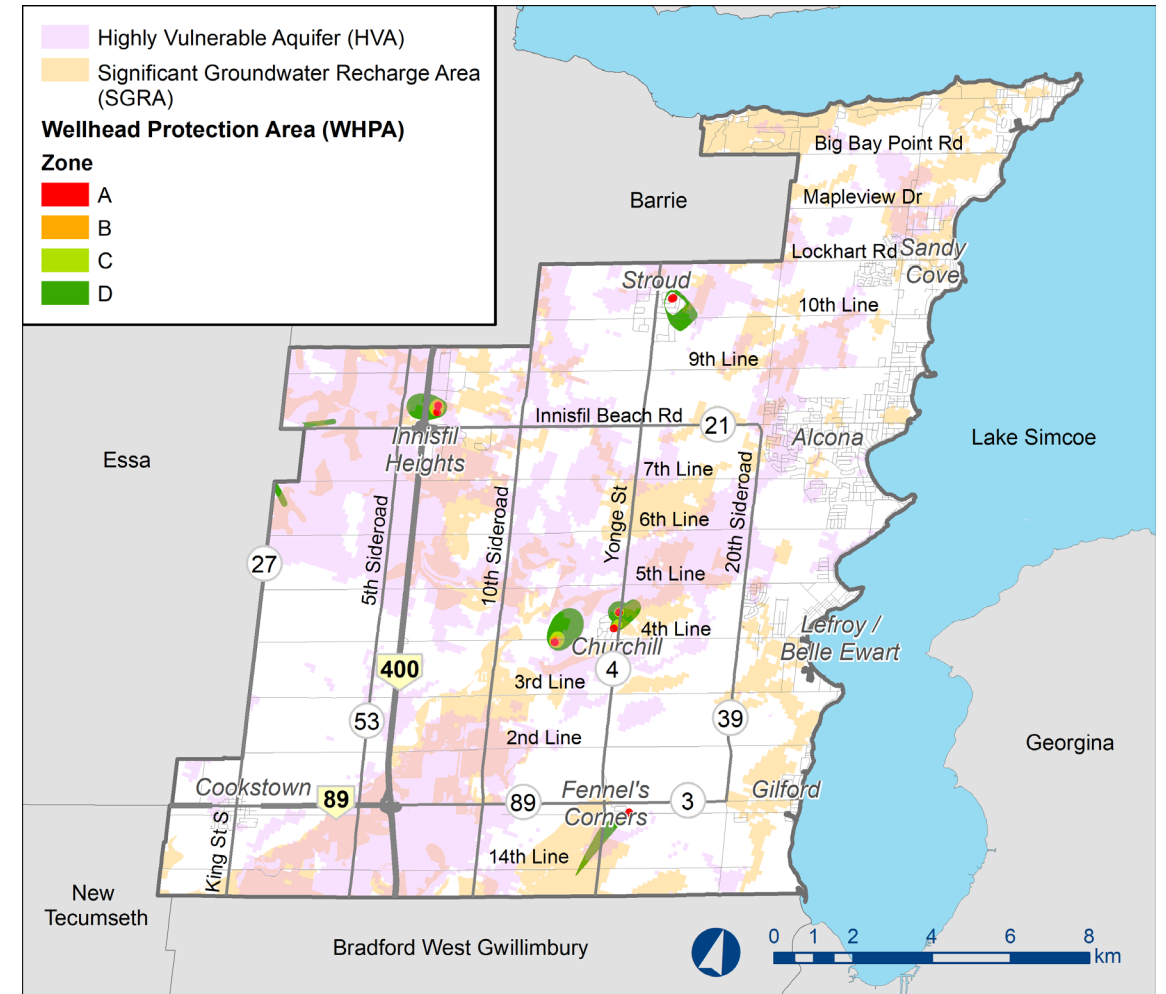
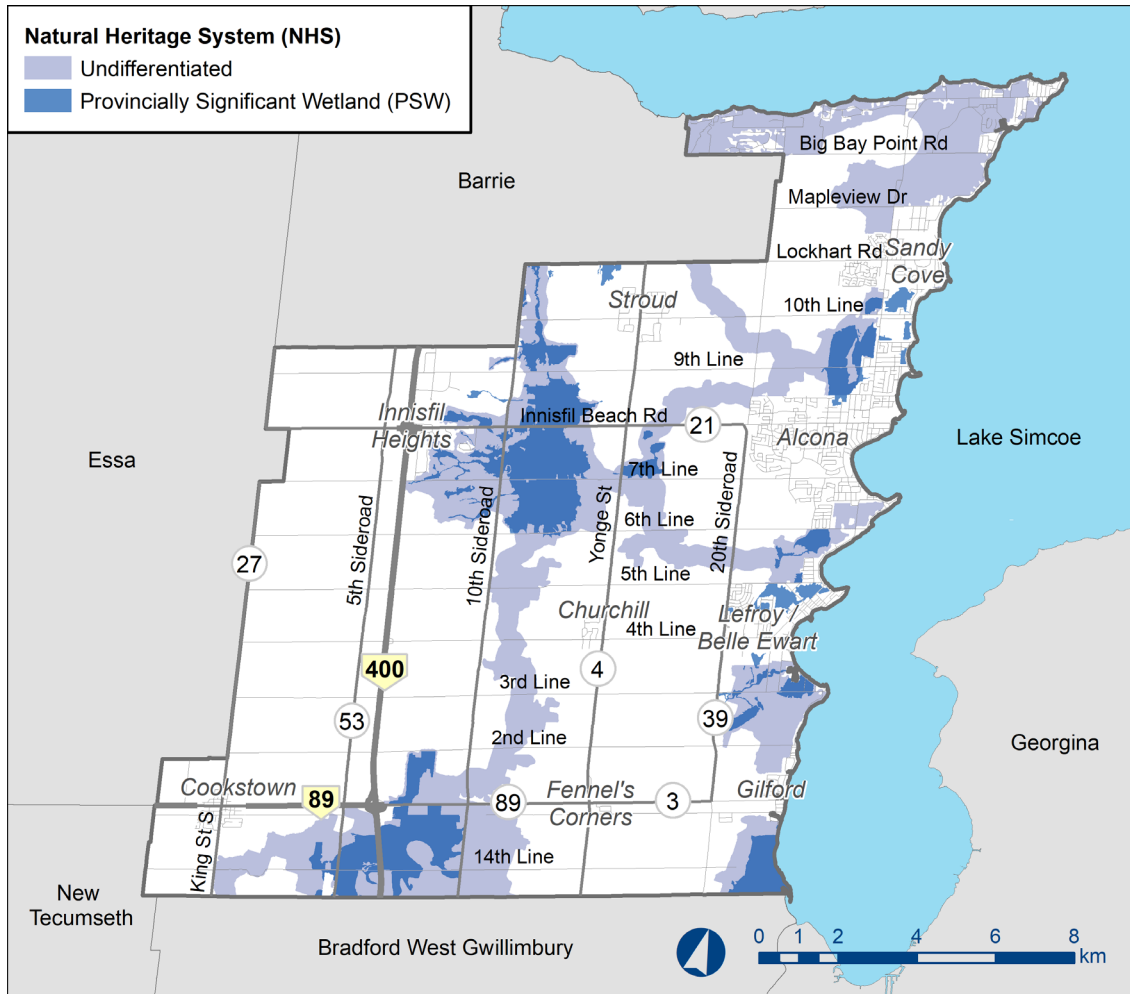
Transit

- Maximize efficient connectivity to the new GO Rail station
- Explore dynamic routing and/or fixed route options to enhance the current Innisfil Uber Transit system
- Supplementing first/last kilometre of transit trips by leveraging emerging technologies such as shared bikes, scooters, etc

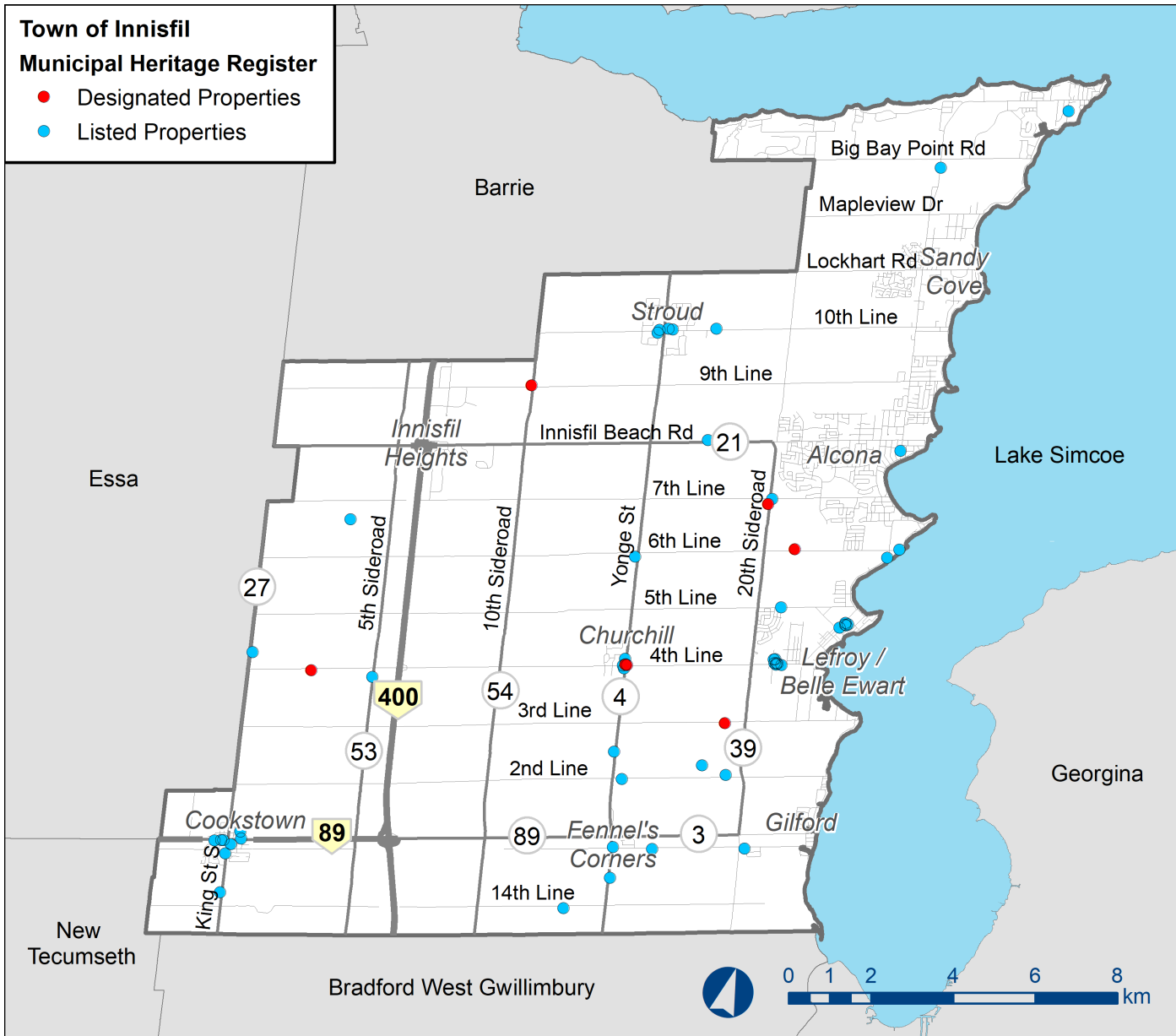
Environmental, Cultural and Social Objectives

Environmental Objectives

Environmentally significant natural features were identified as potential constraints to future transportation infrastructure and will be protected as assets.



Cultural Objectives



- Culture, creativity, and quality of place are key to community development and growth
- Transportation solutions should support the Town's creative placemaking principles and ensure efficient access to the unique destinations in the Town
- The evaluation of alternatives will value the Town's cultural heritage features



Knock Schoolhouse



Chimney Copse

Social Objectives and Emerging Technologies

Interactive Kiosks, Germany





Mobility hub in Hamburg, Germany



The Orbit, Innisfil



Today

- Innisfil Transit x Uber 
- Turo 

Tomorrow

- Consider other shared mobility
 - Car-share / Ride-share
 - Bike-share
- EcoMobility Hub
 - A co-location of multiple travel options
 - May include shared mobility, major transit and bus stops
- Autonomous and Connected Vehicles
- Smart Cities

Opportunity

Transform Innisfil into a town where mobility options will be integrated between the different transportation services and options. Getting around town will be more convenient, seamless and enjoyable.

Social Objectives and Transportation Equity

- An equitable transportation system ensures that the distribution of infrastructure and programs allows for different populations to have reasonably equal transportation benefits and impacts.

Populations

- Age
- Agility
- Means
- Race
- Vulnerable road users

Potential Indicators

Mobility

- Affordability
- Accessibility
- Efficiency
- Reliability
- Safety

Environment

- Reduction in greenhouse gases

Economic Opportunity

- Connectivity to employment, education, services, recreation
- Benefiting local businesses and residents

Vision



Innisfil's transportation system connects people and communities, fosters healthy living, and operates innovatively and efficiently across the Town as an environmentally and financially sustainable, resilient system ready for the future.



Alternative Strategies



Base Case

Planned road improvements by MTO and Simcoe County



Status Quo

Implement currently planned transportation improvements (consistent with 2018 TMP)



Balanced Investment

Beyond planned transportation improvements, additional investment will include investment balanced between roads, transit and active transportation



Alternative Mode Focused Investment

Beyond planned transportation improvements, additional investment will be focused on scheduled transit, active transportation and new technologies

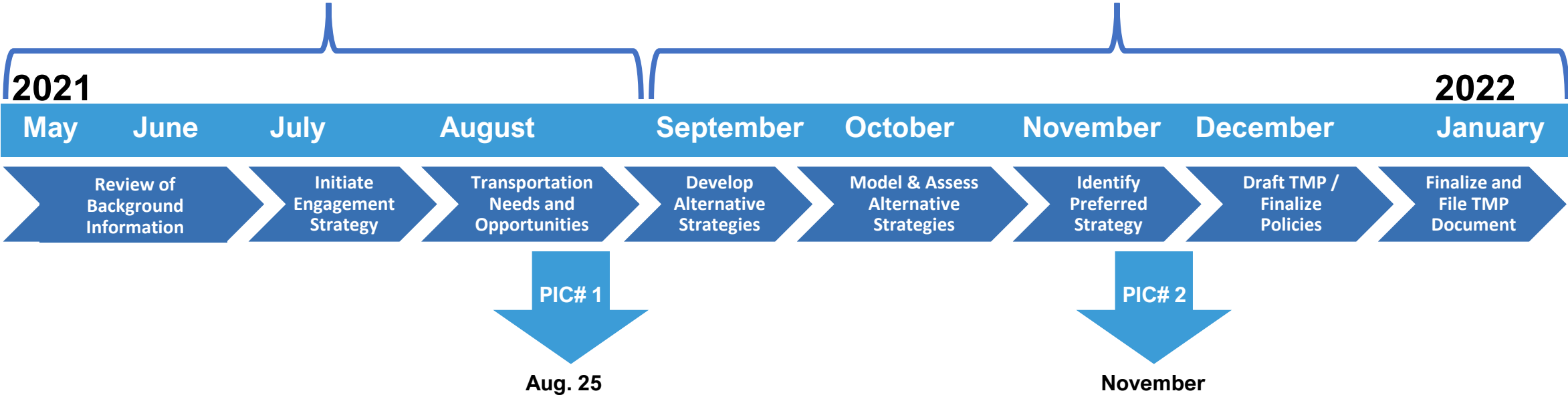


Next Steps

Timeline

Phase 1: Identify the Problem or Opportunity

Phase 2: Assess Alternative Strategies and Choose a Preferred Strategy



GET

INVOLVED


GetInvolvedinnisfil.ca/TMPlan


Ways to get involved:

- PIC #1 (Today) – Comments today or after the meeting
- Fill out today's survey found on the study webpage
- On-line stakeholder surveys (Summer – Fall 2021)
- PIC #2 (Fall 2021) – Comments today or after the meeting
- Contact the team!




Meredith Goodwin
Capital Project Manager
Engineering

 705-436-3740 Ext. 3220
1-888-436-3710 (toll free)

 mgoodwin@innisfil.ca



Ray Bacquie
Consultant Project Manager
Transportation

 905-821-5891

 ray.bacquie@rjburnside.com



Innisfil



Minutes of Meeting

Meeting Date: August 11, 2021 **Project No.:** 300053011.0000
Project Name: Town of Innisfil 2021 Transportation Master Plan
Meeting Subject: Technical Advisory Committee Meeting #1
Meeting Location: Zoom Meeting
Date Prepared: August 12, 2021

Those in attendance were:

Meredith Goodwin	Town of Innisfil
Carolina Cautillo	Town of Innisfil
Paul Pentikainen	Town of Innisfil
Hyder Rajab	Town of Innisfil
Alex Juby	Town of Innisfil
Scott MacKenzie	Town of Innisfil
Mitchel Harris	Town of Innisfil
Suzanna Nilsson	Town of Innisfil
Rod Boynton	Innisfil Accessibility Advisory Committee
Adrianna Spinosa	Simcoe County
Brett Gratrix	City of Barrie
Jason Zimmerman	City of Barrie
Ralph Scheunemann	City of Barrie
David Hegarty	Town of New Tecumseth
Nick Day	Metrolinx
Paul Dubniak	Town of Bradford West Gwillimbury
Ray Bacquie	R.J. Burnside & Associates Ltd.
Gordon Hui	R.J. Burnside & Associates Ltd.
Xinli Tu	R.J. Burnside & Associates Ltd.
Cindy Chung	R.J. Burnside & Associates Ltd.

The following items were discussed

Action by

1. Introductions

Meredith Goodwin (MG, Town of Innisfil) introduced the Transportation Master Plan study and the project team from the Town and R.J. Burnside & Associates.

2. Engagement Video

Ray Bacquie (RB, R.J. Burnside & Associates) showed the [engagement video](#) that was released to the public.

3. TAC Presentation

RB presented the following information about the study:

- Study Objectives
- Study Context
- Needs and Opportunities
- Environmental, Cultural, and Social Objectives
- Vision and Alternative Strategies
- Next Steps

4. Stakeholder/ TAC Member Comments

Rod Boynton (RB, Innisfil Accessibility Advisory Committee) asked what the role of the Technical Advisory Committee is between now and the date of the first Public Open House (POH) on August 25.

RB and MG stated that TAC members can provide issues or opportunities that can be reviewed by the project team and potentially incorporated into the alternative solutions.

TAC members, as experts, can provide questions or comments to ensure all concerns are captured in the study.

Jason Zimmerman (City of Barrie) provided a reference to Barrie's Transit Vision study: <https://www.buildingbarrie.ca/transitvision>

5. Next Steps

TAC members can submit questions or concerns to the project team at any time throughout the study.

The Public Open House #1 is scheduled for August 25, 2021. More information can be found here:

<https://www.getinvolvedinnisfil.ca/tmplan>

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited

Gordon Hui
Senior Transportation Planner
GH:

Enclosure(s) 053011 - TAC 1 Presentation_Final.pdf

Distribution:

All Attendees and listed TAC members by e-mail

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

053011_TAC1_MeetingMinutes_20210812
7/18/2022 11:35 AM



Technical Advisory Committee #2

2021 Transportation Master Plan
January 13, 2022

Project Team

Town of Innisfil

Meredith Goodwin, C.E.T

Project Manager
Capital Project Manager, Engineering
Town of Innisfil

Carolina Cautillo

Project Manager
Roads, Traffic, and Transportation
Town of Innisfil

Paul Pentikainen, MCIP, RPP

Senior Policy Planner
Town of Innisfil

Consultant Team

Ray Bacquie, P.Eng., MBA

Consultant Project Manager
Sr. Vice President, Transportation
R.J. Burnside & Associates

Gordon Hui, B.A.Sc

Senior Transportation Planner
R.J. Burnside & Associates

- Summary of Phase 1
- Description of Alternative Strategies and Projects
- Evaluation of Alternative Strategies
- Consultation
- Next Steps

Summary of Phase 1

Study Approach and Consultation

Phase 1 Problem Or Opportunity

- **Identify Natural, Social and Cultural Heritage Assets**
- **Assess Existing and Future Needs and Opportunities**
 - Road, transit, active transportation and safety needs
 - Planned growth and transportation forecasting
 - Future needs and opportunities

Public Information Centre # 1

Phase 2 Alternative Solutions

- **Identify and Analyze Alternative Solutions (Strategies)**
- **Evaluation and Selection of Preferred Alternative**
- **Preferred Network Solution (Strategy)**

Public Information Centre # 2

Future Phases Not within this study

- **Phase 3:** Alternative Design Concepts for Preferred Solution
- **Phase 4:** Schedule C Environmental Study Report
- **Phase 5:** Implementation

Continuous Collaboration

The Transportation Master Plan will be carried out in accordance with the Municipal Class Environmental Assessment (MCEA) process.

Phase 1 Summary

Phase I

- **Study Context and Objectives**
 - Transportation System Inventory
 - Natural Heritage Environmental Scan
 - Understanding of Social, Cultural, and Equity objectives
- **Transportation Needs and Opportunities**
 - Town Road Safety and Operational Needs and Opportunities
 - Road Capacity Needs and Opportunities
 - Transit Needs and Opportunities
 - Active Transportation Needs and Opportunities
 - Pedestrian Policy and Complete Street Policies
- **Development and Evaluation of Alternative Strategies**
 - Identification of Projects and Project Costing
 - Preliminary Evaluation of Alternatives

Public Open House #1 – What We Heard

[Summary of Public Open House #1 Video](#)



Summary of Survey Results

Town of Innisfil
Transportation Master Plan Update

Preliminary Assessment of Needs and Opportunities

Road Capacity

- Congestion throughout Highway 400 between Highway 89 and Highway 11 requiring extra capacity by 2031
- The need for additional east-west capacity in the Cookstown area
- Improvements to Innisfil Beach Road near Alcona and Innisfil Heights due to congestion
- North-south connectivity in Alcona to the future GO station

Operations and Safety

- Policies required for safe pedestrian crossings
- Protecting vulnerable road users such as pedestrians and cyclists at collision hot spot locations
- Improving traffic operations at key intersections
- Reviewing road classifications due to future infrastructure (ex. future GO station and interchange)

Active Transportation

- Upgrade active transportation infrastructure in key destination areas such as the future GO Station and Big Bay Point Road
- Increase cycling connectivity with planned routes
- Introducing sidewalks in Stroud where there are gaps in the sidewalk network
- Assessing required road right-of-way for future improvements

Transit

- Maximize efficient connectivity to the new GO Rail station
- Explore dynamic routing and/or fixed route options to enhance the current Innisfil Uber Transit system by increasing reliability between key origins/destinations
- Supplementing first/last kilometre of transit trips by leveraging emerging technologies such as shared bikes, scooters, etc

Vision



Innisfil's transportation system connects people and communities, fosters healthy living, and operates innovatively and efficiently across the Town as an environmentally and financially sustainable, resilient system ready for the future.



Alternate Strategies and Evaluation

Alternative Strategies

Alternative Strategies	Goal	Details
Base Case	To use for benchmarking to understand benefits of each alternative strategy	<ul style="list-style-type: none"> • Rely on Provincial and County network and service improvements
Status Quo	Improve the current transportation system through road upgrades, active transportation, and fixed route transit for the year 2041	<ul style="list-style-type: none"> • Road improvements, active transportation improvements, and fixed-route transit
Major Road and Highway Focused	Build upon the status quo by focusing on congestion and commuter flow to work and key destinations for the year 2051	<ul style="list-style-type: none"> • Additional road improvements • Additional commuter active transportation infrastructure
Safe Alternative Road Focused Investment	Build upon the status quo by improving safe and attractive walking and cycling conditions for all road users regardless of age and ability for the year 2051	<ul style="list-style-type: none"> • Additional road improvements • Safety Improvements • Sidewalk repair and upgrades • Enhanced active transportation connections • Pedestrian Crossing Policy, Complete Streets Policy
Multi-Modal Strategy with Emerging Technologies	Prioritizing attractive walking and cycling conditions for all road users, while ensuring congestion is minimized through investments in roads, active transportation, and emerging technologies for the year 2051	<ul style="list-style-type: none"> • Mix of Local Alternative Road Focused Investment + Balanced Investment • Limited additional road improvements

Alternate Strategy Projects

Transportation Initiatives	Alternative 0 Base Case	Alternative 1 Status Quo (2018 TMP)	Alternative 2 Major Roads and Highway Focus	Alternative 3 Safe Active Transportation Focused	Alternative 4 Multi-Modal Strategy with Emerging Technologies
Road Network					
Planned Provincial Highway Improvements	X	X	X	X	X
Proposed East-West Alternating Link	X	X	X	X	X
Planned Town Road Capacity Improvements		X	X	X	X
Proposed Additional Town Road Capacity Improvements			High	Low	Moderate
Safety Improvements				X	X
Planned Intersection Improvements		X	X	X	X
Transit and TDM Services					
Existing/Expand Uber Service		X	X	X	X
On-Demand Transit/Fixed Route Transit		X	X	X	X
Bike Share between Alcona to Innisfil Beach					X
Active Transportation					
Planned AT Improvements		X	X	X	X
Upgrade or New Multi Use Trails			X	X	X
Sidewalk Improvements				High	Moderate
Pedestrian Crossings				High	Moderate
Additional Programs and Infrastructure					
Complete Street Policy Update				X	X
Pedestrian Policy				X	X
Sidewalk Prioritization Policy				X	X
Electric Vehicle Charging Station Implement Strategy					X

Evaluation Matrix

Transportation Service

- Mitigates existing and future congestion
- Improves commuting to essential destinations such as work and key recreational hubs

Climate Change Objectives

- Addresses sustainable transportation objectives (Federal, Provincial, County, and Town)
- Supports clean fuel initiatives

Natural and Cultural Heritage

- Protects the natural environment areas, local streams and aquatic resources, and air quality
- Protect farmland and agriculture
- Does not impact cultural properties

Policy Objectives

- Aligns with the policy objectives from various guiding documents from Simcoe, the Town, Metrolinx, and MTO





























Growth and Economic Objectives

- Supports local businesses
- Maximizes land development potential
- Provides opportunities for planned growth

Transportation Equity

- Considers solutions that benefit equity-seeking groups in the Town of Innisfil such as young persons, physically/visually impaired, and access to mobility options regardless of geography
- Contributes to vertical equity by reducing major barriers to any population group
- Provides safe alternative transportation modes

Evaluation of Alternatives

	Scenario 1: Status Quo	Scenario 2: Roads and Highway Focused	Scenario 3: Safe & Alternative Transportation Focused	Scenario 4: Multi-Modal Strategy with Emerging Technologies
Transportation Service				
Climate Change Objectives				
Natural and Cultural Heritage				
Policy Objectives				
Growth & Economic Objectives				
Transportation Equity				
Financial				
Overall	0.71	0.75	0.79	0.86 Recommended

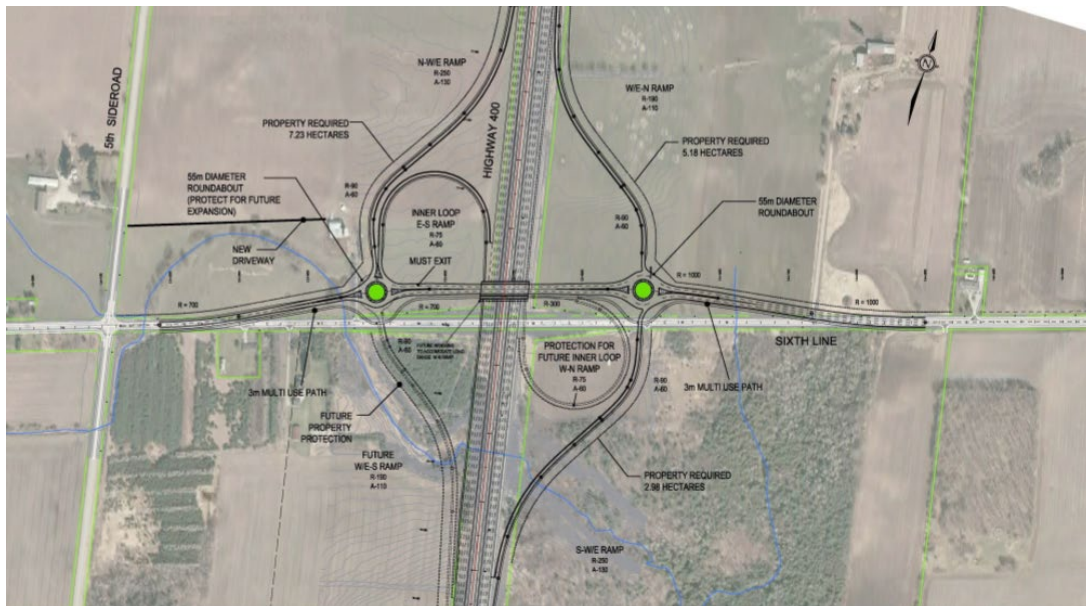
Preliminary Preferred Solution: Scenario 4 Multi-Modal Strategy with Emerging Technologies

Prioritizing attractive walking and cycling conditions for all road users, while ensuring congestion is minimized through investments in roads, active transportation, and emerging technologies for the year 2051

Road Capacity Projects

Provincial Roads - Planned and Budgeted Improvements

Road / Intersection	From	To	Improvement	Timeline	Status	Source
Highway 400	1 km South of Highway 89	Highway 11	3 to 5 lanes (per direction) including a HOV lane	2031	Budgeted	MTO Highway 400 Improvements ESR
6th Line Interchange / Highway 400			New interchange	2031	Budgeted	6th Line ESR
Highway 89 East-West Link Improvements			Cookstown Alternate Route	-	Proposed	2018 TMP



6th Line Interchange



Highway 89 East-West Link Improvements

Road Capacity Projects

County Roads - Planned and Budgeted Improvements

Road	From	To	Improvement	Timeline	Status	Source
County Road 4 (Yonge Street)	County Road 89	Barrie City Limit	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 4 (Yonge Street)	Bradford Boundary (8th Line)	County Road 89	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 21 (Innisfil Beach Road)	County Road 27	County Road 39 (20th Sideroad)	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 53 (5th Sideroad)	County Road 21 (Innisfil Beach Road)	Barrie City Limit	2 to 4 lane widening	2031	Proposed *	Simcoe County TMP (2014)
County Road 54 (10th Sideroad)	County Road 21 (Innisfil Beach Road)	Barrie City Limit	2 to 4 lane widening	Beyond 2031	Proposed *	Simcoe County TMP (2014)

2018 TMP Road Capacity Projects

Planned Recommended Network



Widening Projects include:

- 6th Line, between 20 Sideroad and Angus Street
- 6th Line, between 5th Sideroad to 20th Sideroad

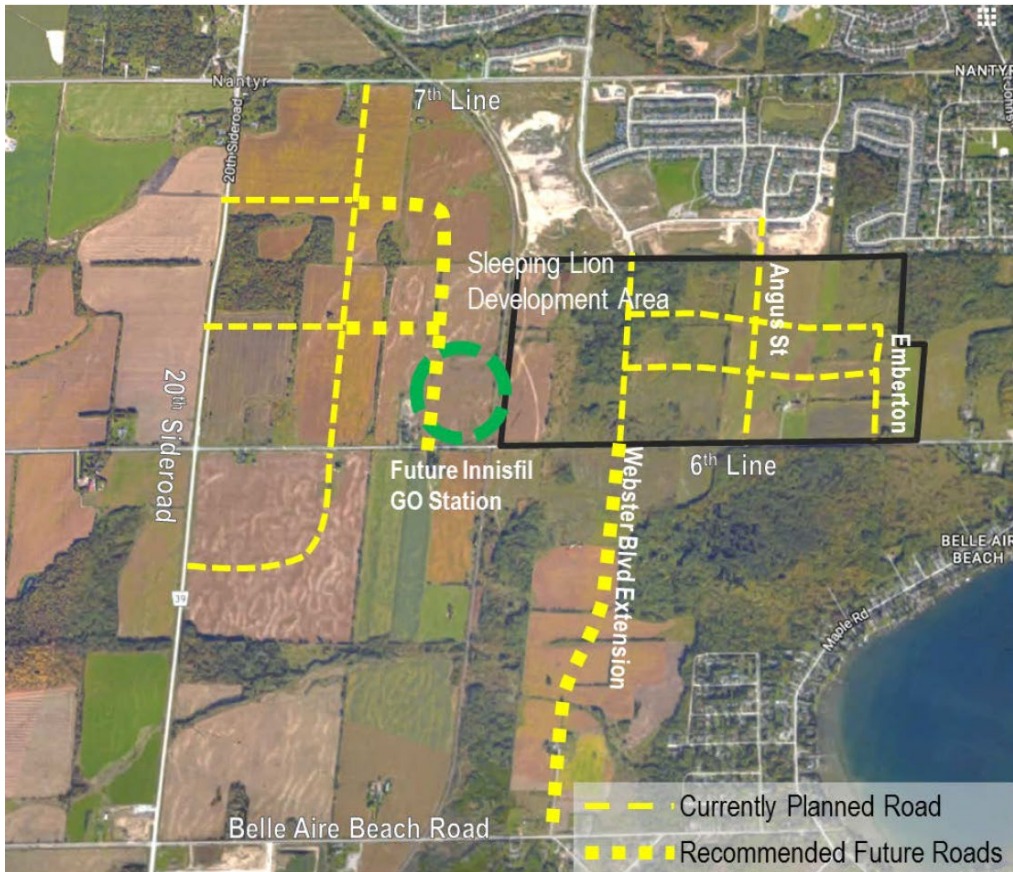
Signalized Intersections at:

- Yonge Street and 9th Line
- Yonge Street and 7th Line
- Yonge Street and 6th Line
- Yonge Street and 5th Line
- Yonge Street and 4th Line
- Innisfil Beach Road & 20th Sideroad Bypass

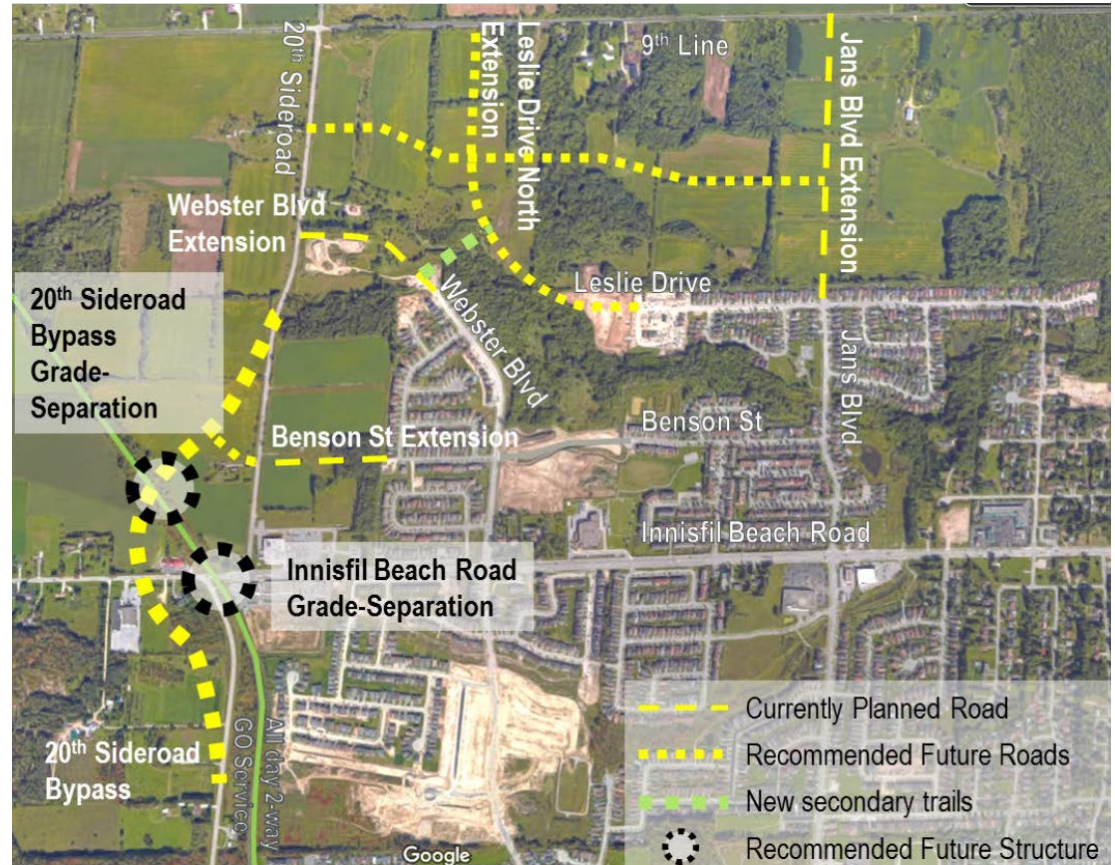
Roundabouts at:

- 20th Sideroad and Lockhart Road
- 20th Sideroad and 9th Line
- 20th Sideroad and 6th Line

2018 TMP Road Capacity Projects



Additional Road Network around the Future Innisfil GO Station



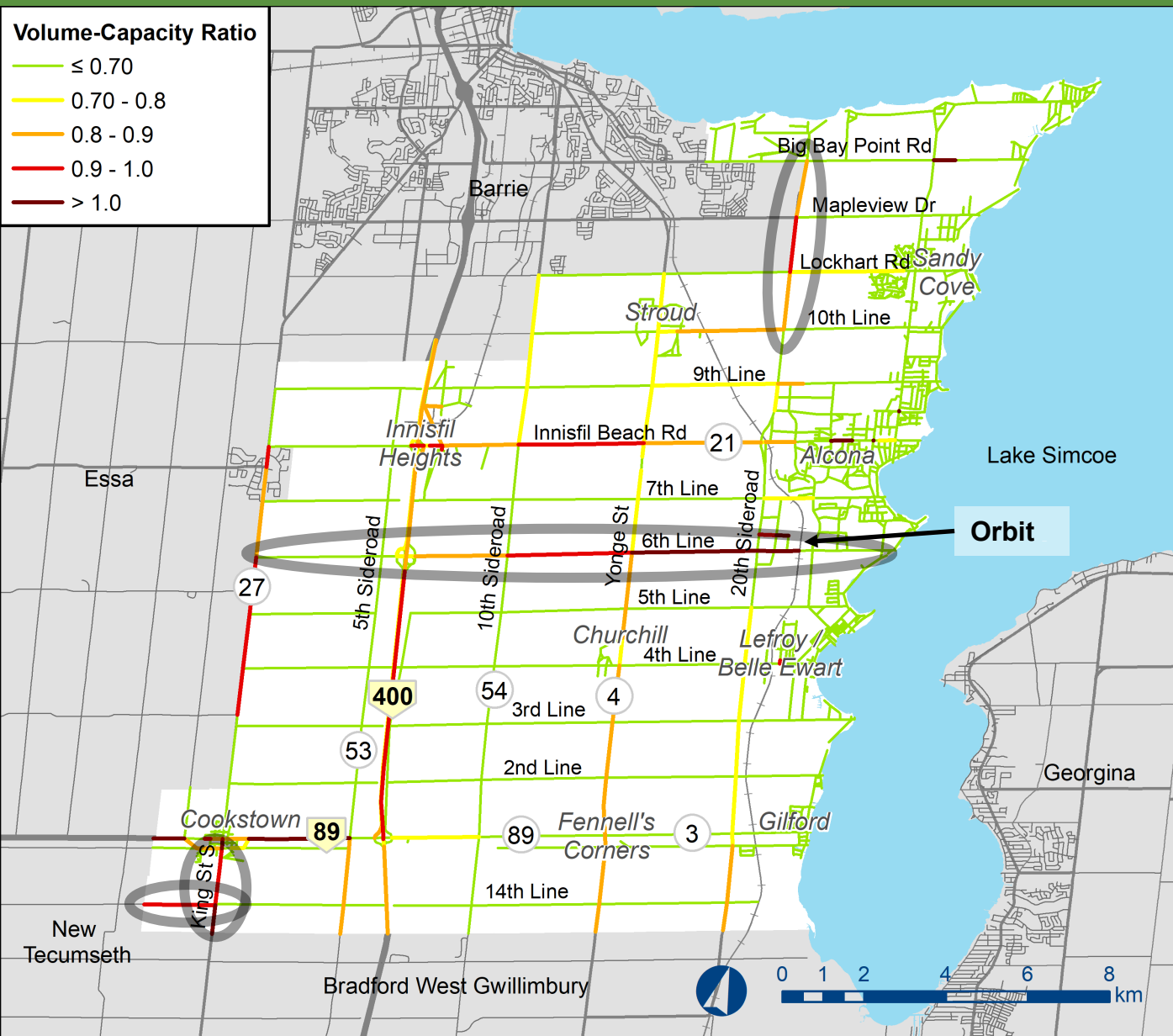
Additional Roadway Extensions in Alcona include:

- Jans Boulevard
- Webster Boulevard
- Benson Street
- Leslie Drive

Two Grade Separations (County Jurisdiction):

- Innisfil Beach Road
- 20th Sideroad By-pass

Additional Road Capacity Projects



Proposed Road Capacity Improvements:

6th Line

- Road widening from 2 to 4 lanes from County Rd 27 to the Planned GO Station

14th Line

- Reconstruct to 2 paved lanes from King St. to Innisfil boundary to increase roadway capacity
- Consistent with New Tecumseth 2019 draft TMP

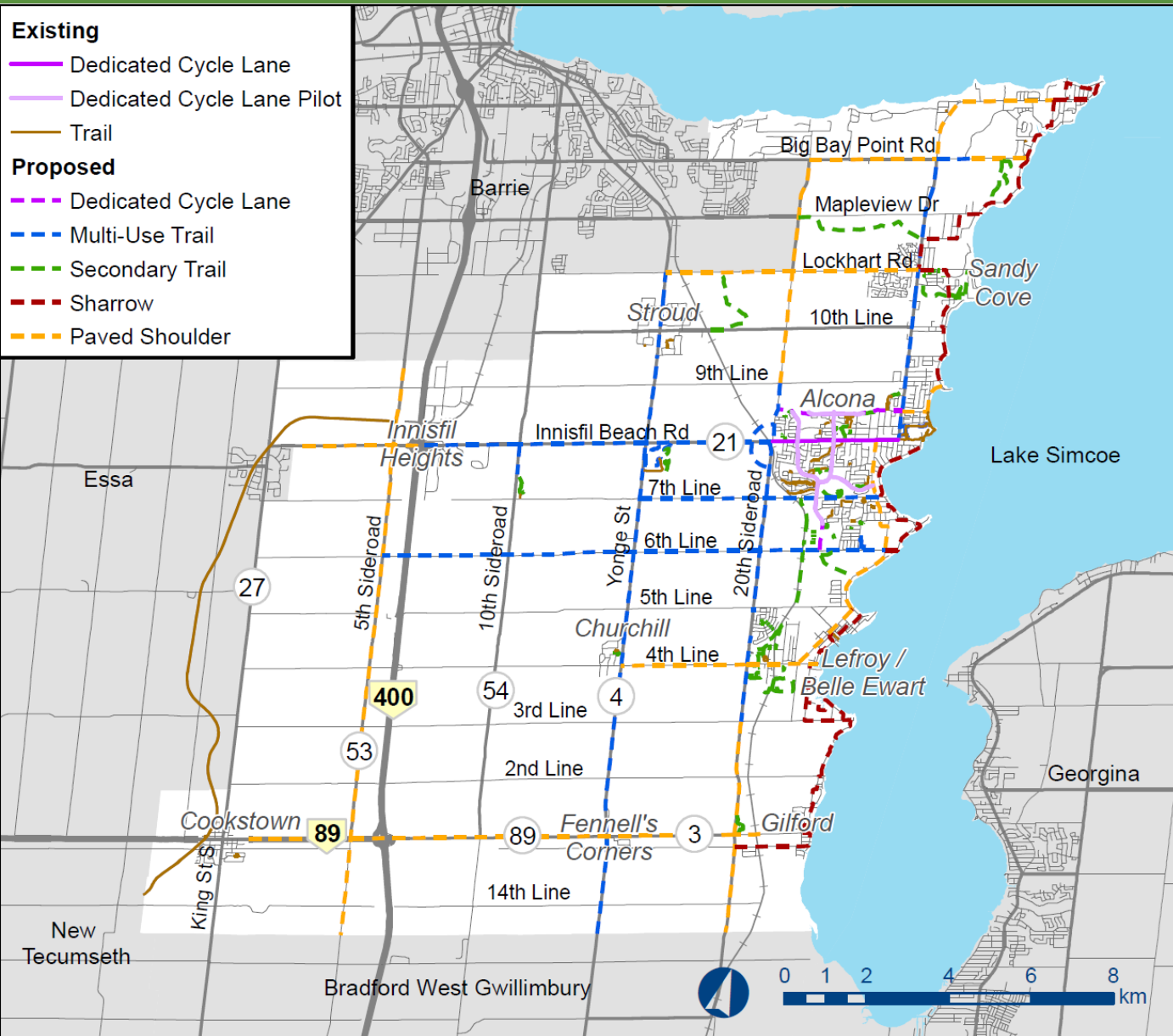
King Street South

- Parking Study with key stakeholders such as BIAs to balance parking and capacity needs
- Consider peak hour peak direction on-street parking restrictions together with additional off-street parking opportunities

20th Sideroad

- Class EA study to assess need / protect for 4-lane cross-section and active transportation

2018 TMP Active Transportation Projects



Planned Bike Lanes

- Webster Boulevard, 6th Line to north limit
- Jans Boulevard, Webster Blvd to north limit

Planned Multi-Use Trail

- Webster Boulevard, 20th Sideroad to Angus St
- 20th Sideroad, 9th Line to 5th Line
- 20th Sideroad, 5th Line to 3rd Line
- 25th Sideroad, Big Bay Point Rd to Innisfil Beach Rd
- 7th Line, Yonge St to St Johns Rd

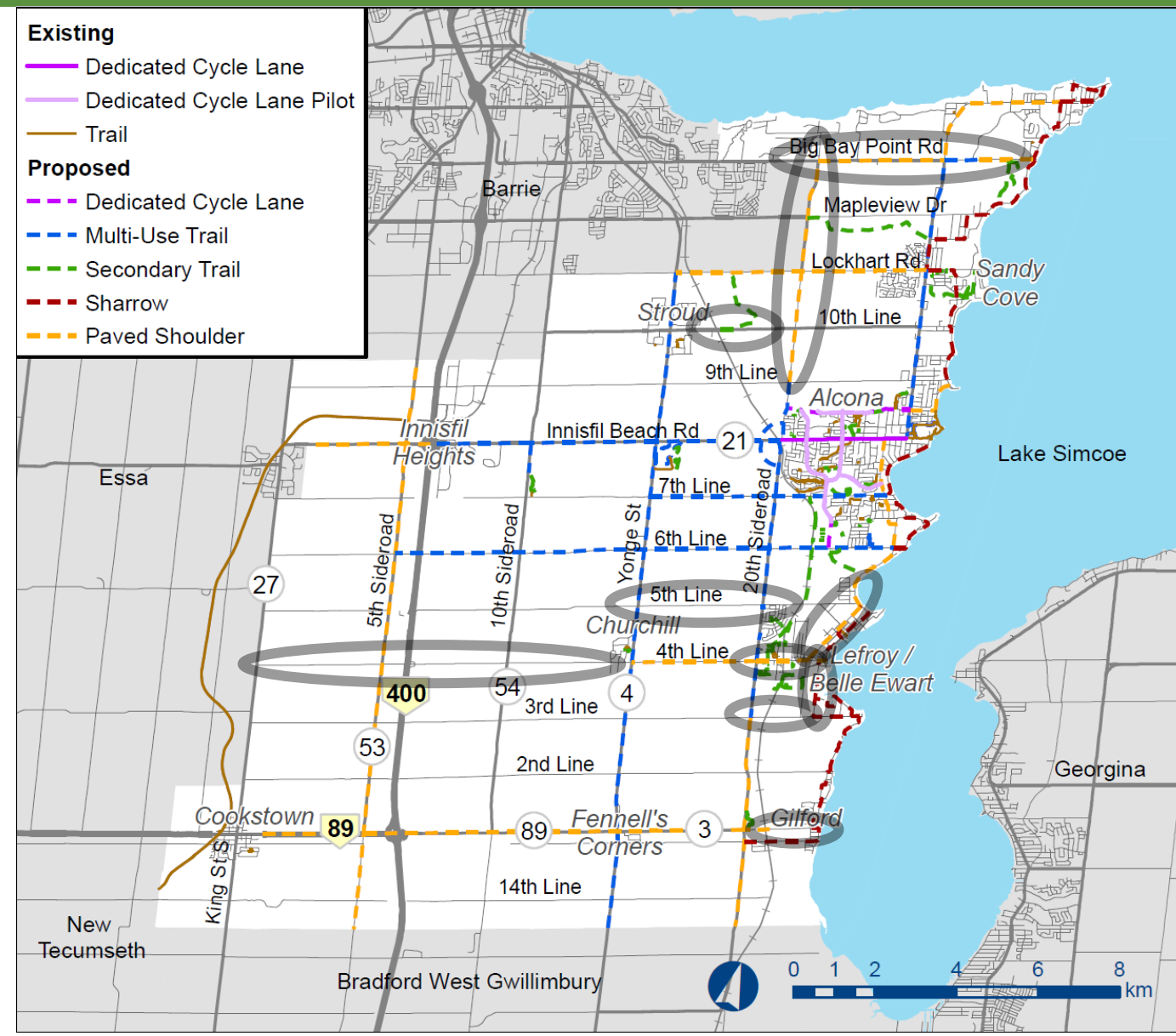
Other active transportation facilities

- Within Alcona
- Within Lefroy/Belle Ewart

Additional Active Transportation Projects

Additional AT Projects:

- Commuter Active Transportation Infrastructure
- Moderate investments in new sidewalks
- Pedestrian Crossings



Update the Complete Streets Policy

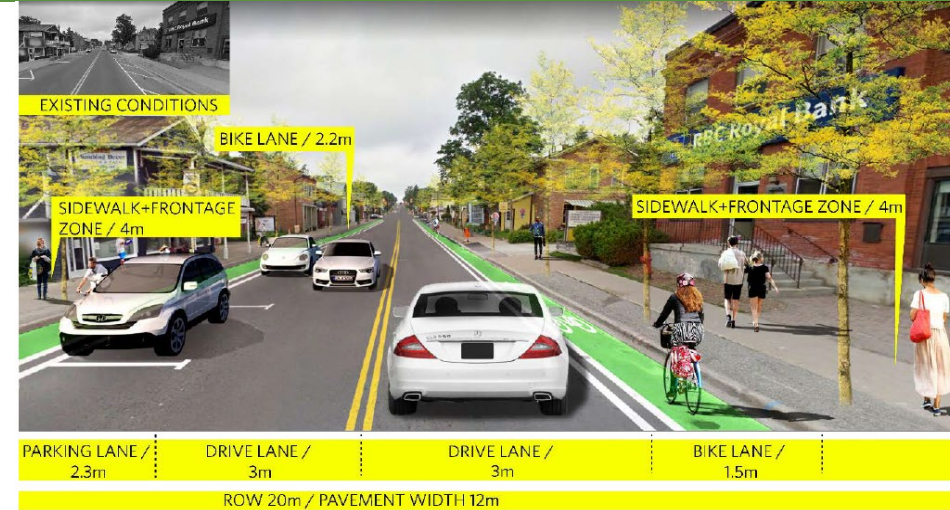
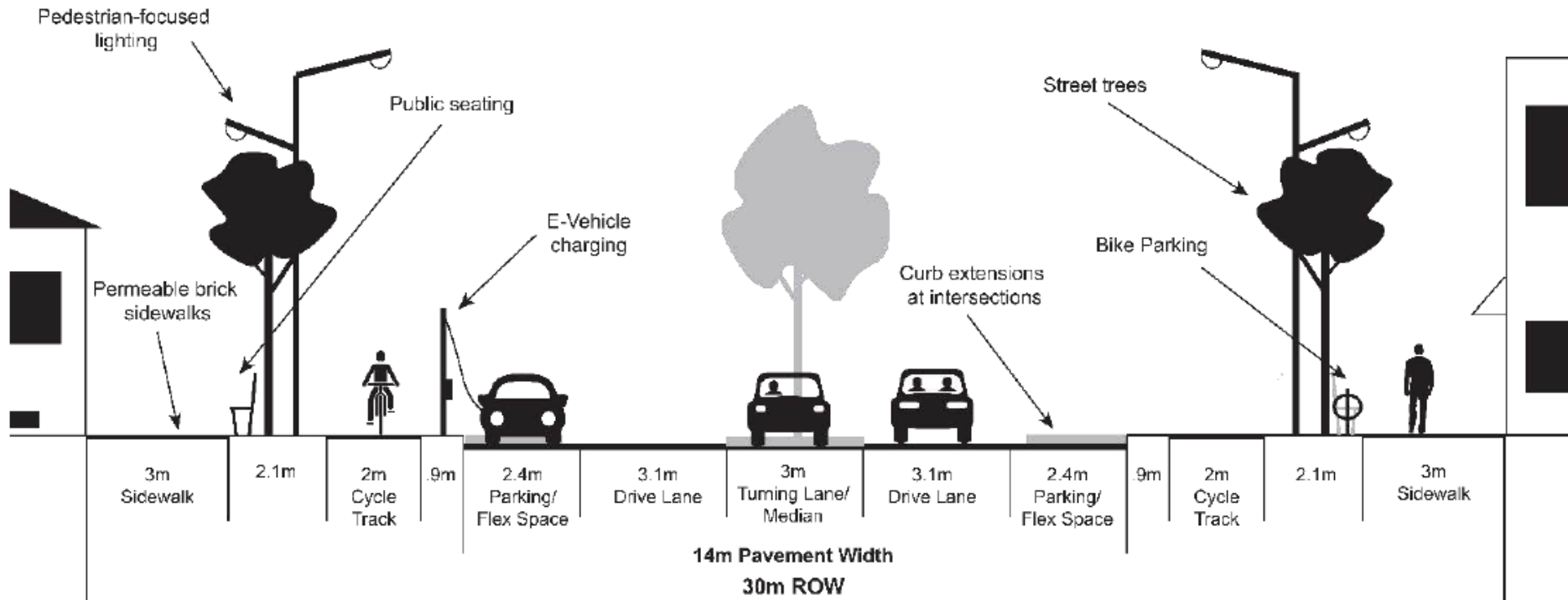
Town Complete Streets Policy

Update with best practices for cyclists and pedestrians

- OTM Book 18 (2021 Update) for accommodating cyclists
- Streetscape guidelines and maintenance requirements
- Other recent publications

2018 Concept of Downtown Road (ex. Innisfil Beach Road)

CONCEPTUAL APPLICATION B – RETROFIT OR NEW ROAD



Pedestrian Crossing Policy

Develop and Implement a Pedestrian Policy

- Define practice for installation of new pedestrian crossings (Traffic signals, PXOs, stop control, school crossings), with the goal of:
 - Encouraging pedestrian activity and addressing existing and future pedestrian demands
 - Improving safety and addressing the concerns of residents (as per Safety Concerns Map)
- Take into consideration the framework and best practices of the following:
 - Current design practices (OTM Book 15 Pedestrian Crossing Guidelines)
 - Town of Innisfil community context and needs
 - Best practices (e.g. Vision Zero framework and Walkability objectives)
- Recognize and design for diversity of pedestrian needs and abilities. The groups considered include, but not limited to:
 - Cognitive ability and age
 - Mobility-impaired pedestrian
 - Visually-impaired pedestrians

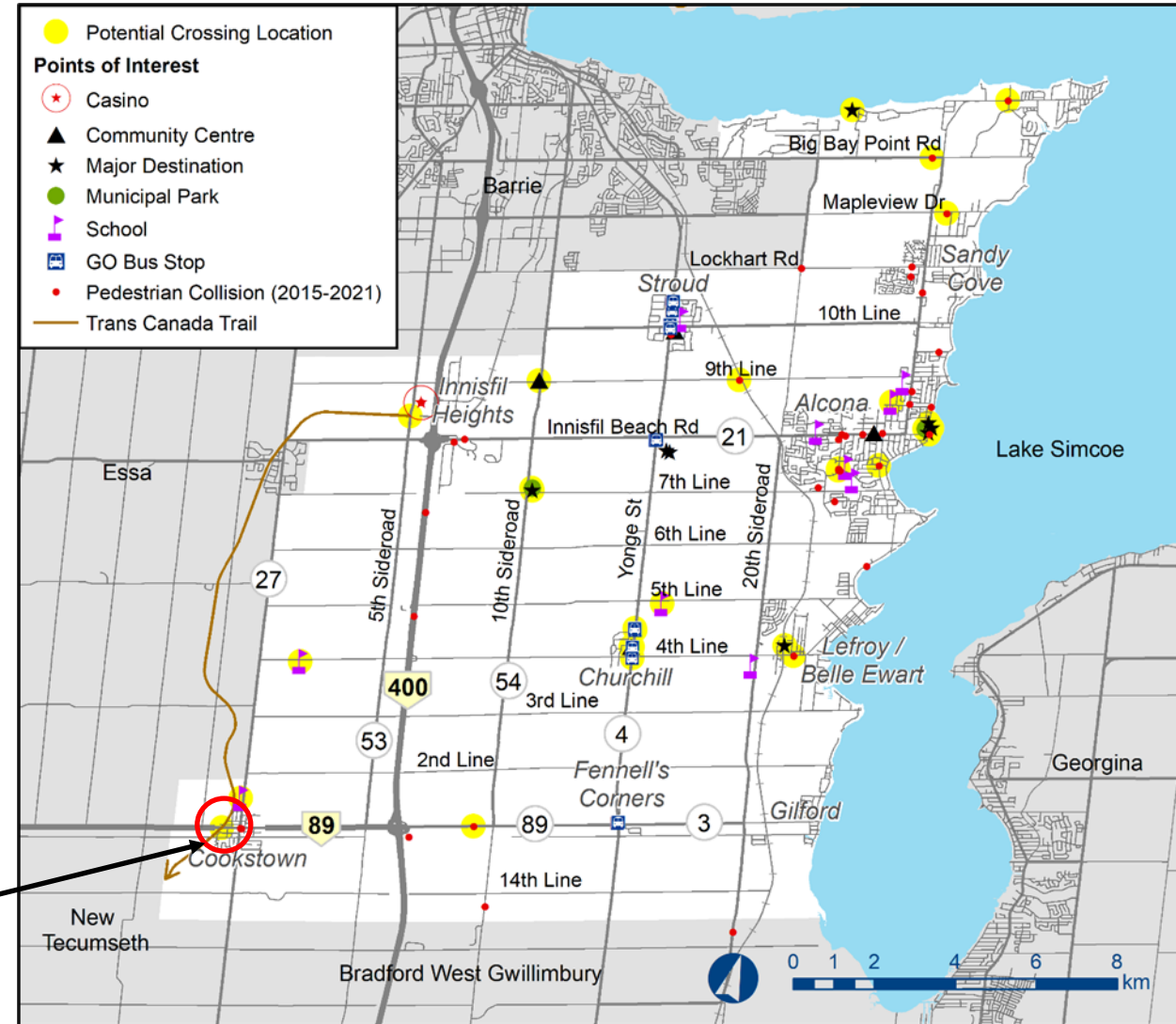
Potential Crossing Improvements

Pedestrian Crossing Locations

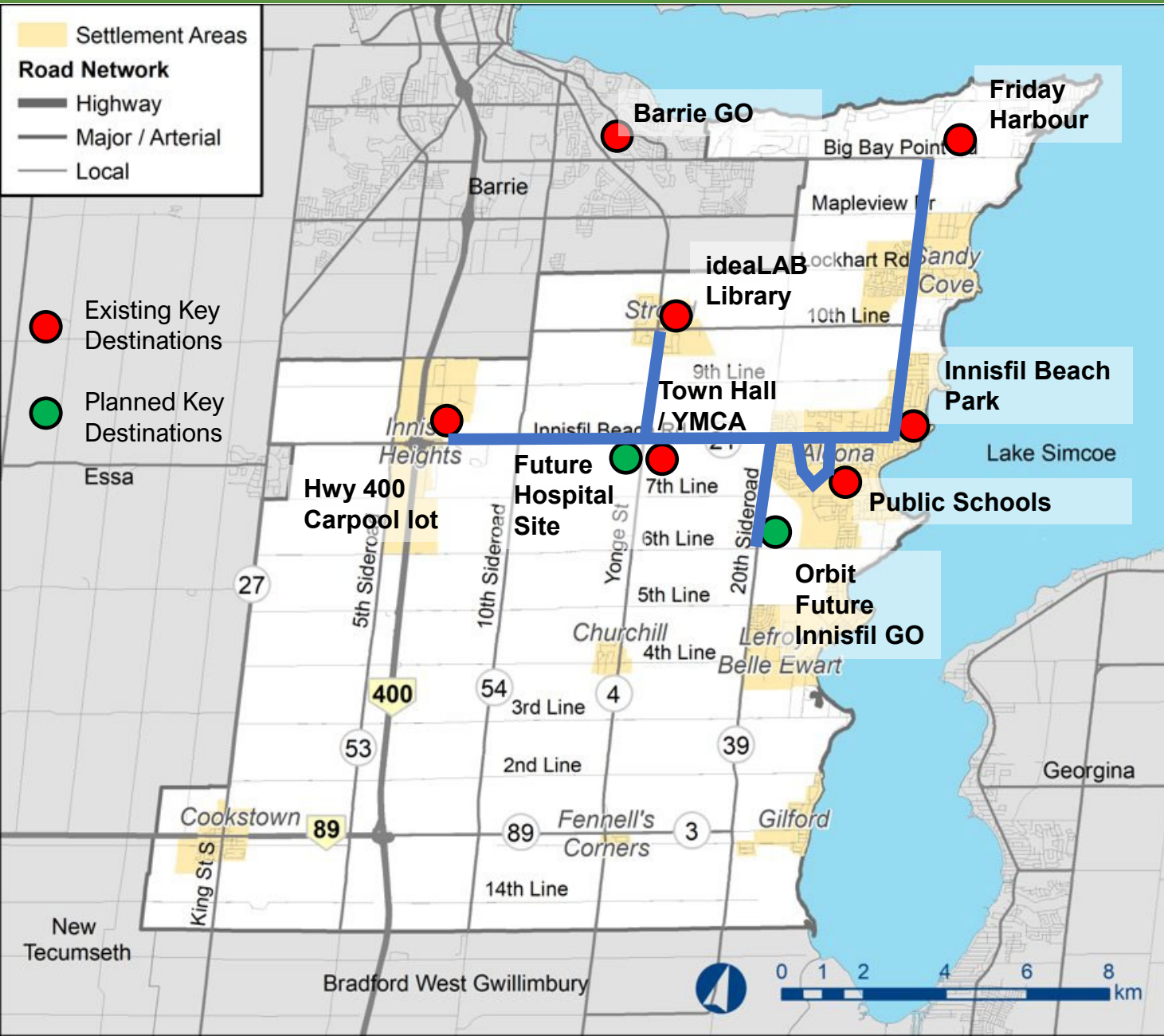
Potential crossing improvements (signals, PXOs, stop control, school crossings) were identified based on:

- A preliminary scan using the Pedestrian Crossing Policy
- Input from stakeholders
- Additional input can be provided on the GetInvolvedInnisfil website:
<https://www.getinvolvedinnisfil.ca/tmpln/maps/traffic-safety-concerns-mapping>
- Implementation priorities will be based on funding commitments

e.g. Pedestrian Crossing in Cookstown would provide safer walking conditions for a route with heavy truck traffic



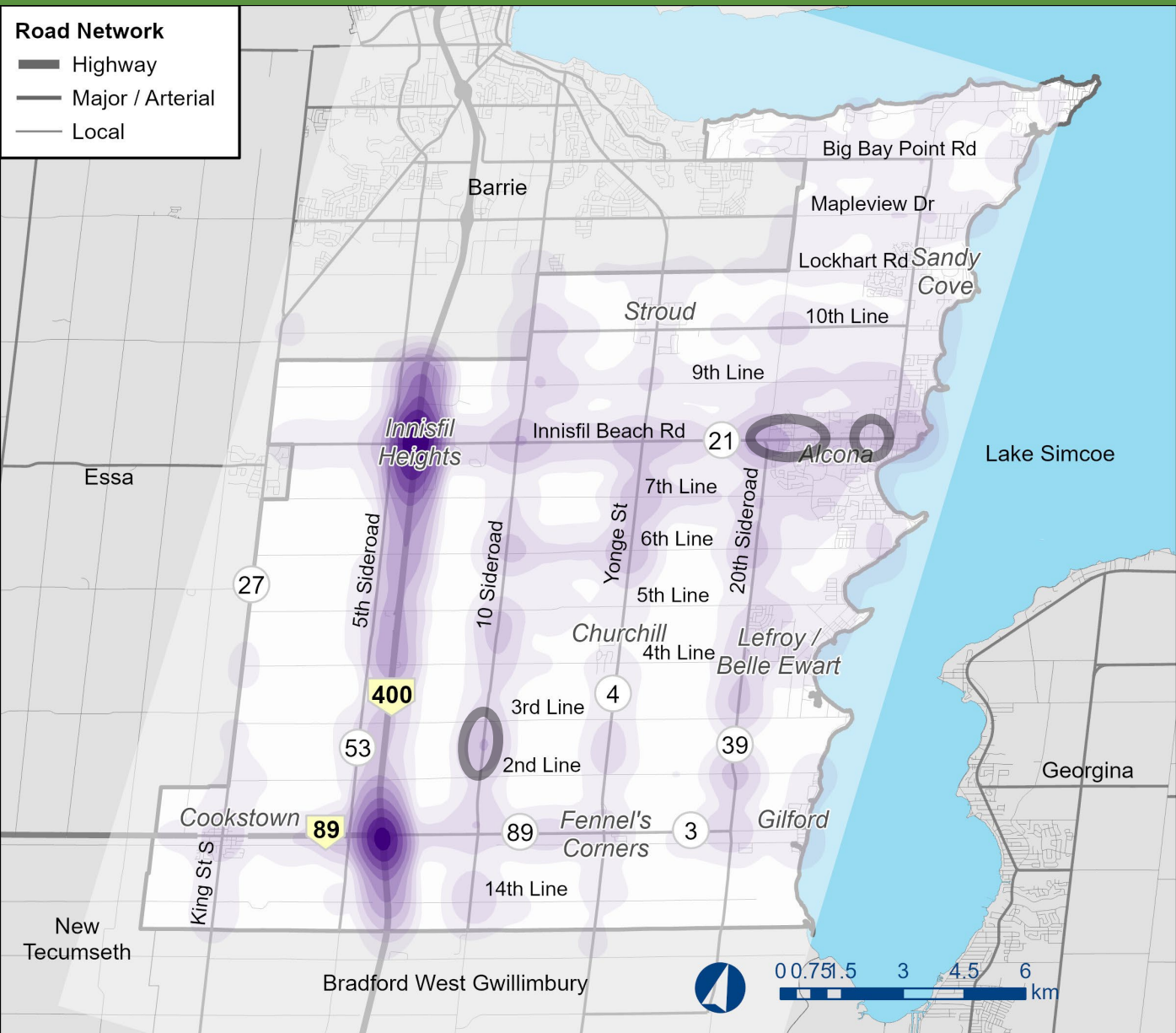
Transit Service Enhancements



Transit Service Opportunities

- Key origin-destination travel was identified through analysis of 2020 Uber Transit data and planned and on-going developments:
 - Barrie GO is a key destination
 - Most surveyed residents who use Barrie GO would switch to the future Innisfil GO Station
 - Innisfil Heights employment area, Innisfil Beach Park, Friday Harbour the planned Hospital are Town and County destinations
- There are opportunities to build on the success of Uber Transit for service to key destinations by strengthening reliability and affordability (e.g. scheduled service, incentivize drivers, etc.)
- Partnerships could be expanded with Uber, Simcoe Transit (LINX) and/or Metrolinx
- Future transit studies are proposed at regular intervals (5-year plans) to consider origin to destination data and routing options

Safety Improvement Opportunities



Safety Related Improvements

Prioritize Safety Improvements on links and at intersections based on collision rate per vehicle. Current areas of potential improvement include:

10th Sideroad north of 2nd Line

- Mainly single-motor crashes
- Consider merits of signage, markings and speed management and illumination, particularly at the horizontal curve 650 m north of 2nd Line

Innisfil Beach Road east of 20th Sideroad

- Mainly angle/turning and rear end accidents at accesses.
- Site investigations will be required to review and implement potential infrastructure improvements.

Innisfil Beach Road and St. Johns

- Mainly collisions involving red light running.
- Signal timing and sightline improvements may be required.

Emerging Technologies

Bike Share Pilot

- Building upon the ShareCycle program launched in Innisfil in 2017
 - 12 bicycles were tracked using GPS sensors and riders were free to openly use and drop off the bikes anywhere in the community.
- Purpose of the bike share program is to reduce obstacles in using alternate modes.
 - Lack of a bicycle was identified as a major obstacle for cycling for health (POH#1 survey)
- 71% of responses from the POH#1 survey were either “Very Interested” or “Somewhat Interested” in bike-share or e-scooters
- A pilot would be able to explore the financial feasibility. The recommended location is between future Innisfil GO Station and Innisfil Beach Park given the population density and trip attraction

Electric Vehicle Charging

- In collaboration with InnPower, enhance the Town’s electric vehicle charging station inventory
- Based on a Transportation Equity framework, EV charging stations would be prioritized in Settlement Areas that lack alternate modes of transportation



Innisfil Youth and Volunteers decorating the donated bicycles from South Simcoe Police Services for the ShareCycle program

(Image from Toronto.com)

GET

INVOLVED

GetInvolvedinnisfil.ca/TMPlan

Ways to get involved:

- PIC #1 (August 2021)
- On-line stakeholder surveys (Summer – Fall 2021)
- PIC #2 (Today) – Comments today or after the meeting
- Fill out today's survey found on the study webpage
- Contact the team!


Innisfil
TOWN HALL


JOIN THE
CONVERSATION!
GET INVOLVED
INNISFIL.CA

2101 Innisfil Beach Road




Meredith Goodwin
Capital Project Manager
Engineering

 705-436-3740 Ext. 3220
1-888-436-3710 (toll free)

 mgoodwin@innisfil.ca



Ray Bacquie
Consultant Project Manager
Transportation

 905-821-5891

 ray.bacquie@rjburnside.com



Innisfil



Minutes of Meeting

Meeting Date: January 13, 2022 **Project No.:** 300053011.0000

Project Name : Innisfil Transportation Master Plan

Meeting Subject: Technical Advisory Committee #2

Meeting Location: Zoom Meeting

Date Prepared: January 17, 2022

Those in attendance were:

Meredith Goodwin (MG)	Town of Innisfil
Carolina Cautillo (CC)	Town of Innisfil
Paul Pentikainen (PP)	Town of Innisfil
Hyder Rajab (HR)	Town of Innisfil
Alex Juby (AJ)	Town of Innisfil
Scott MacKenzie (SM)	Town of Innisfil
Mitchel Harris (MH)	Town of Innisfil
Amber Leal (AL)	Town of Innisfil
Leo DeLoyde (LD)	Town of Innisfil
Nicole Bowman (NB)	Town of Innisfil
Alex Papadatos (AP)	Town of Innisfil
Tim Cane (TC)	Town of Innisfil
Mary Nordstrom (MN)	Town of Innisfil
Brian Seed (BS)	Town of Innisfil
Brett Gratrix (BG)	City of Barrie
Ralph Scheunemann (RS)	City of Barrie
David Hegarty (DH)	Town of New Tecumseth
Ray Bacquie (RB)	R.J. Burnside & Associates Ltd.
Gordon Hui (GH)	R.J. Burnside & Associates Ltd.
Xinli Tu (XT)	R.J. Burnside & Associates Ltd.
Cindy Chung (CC)	R.J. Burnside & Associates Ltd.

Ben Krul (BK)	NVCA
Claire Walker (CW)	County of Simcoe
Julie Scruton (JS)	County of Simcoe
Katy Modanessi (KM)	Town of Bradford West Gwillimbury
Marcio Marques (MM)	Town of Bradford West Gwillimbury
Rob Vandenberg (RV)	MTO
Yat Yee (YY)	MTO
Rama Badam (RBa)	Town of Innisfil
Tony Mendicino (TM)	Town of Innisfil
William Van Berkel (WVB)	
Jeremy Walton (JW)	

The following items were discussed	Action by
<p>1. Introductions</p> <p>Meredith Goodwin (Town of Innisfil) introduced the meeting.</p>	Info
<p>2. Summary of Survey Results Video</p> <p>A video summary of the results of the first public survey was played. After the video, Ray highlighted two barriers which were the following:</p> <ul style="list-style-type: none"> • The barrier for adopting electric vehicles was lack of public charging. • The barrier for using Uber, other than travel patterns, was wait time. 	Info
<p>3. Presentation Topics</p> <p>Ray Bacquie (Burnside) presented the following information</p> <ul style="list-style-type: none"> • Summary of Phase 1 • Description of Alternative Strategies and Projects • Evaluation of Alternative Strategies • Consultation 	Info

The following items were discussed	Action by
<ul style="list-style-type: none"> Next Steps 	
<p>4. Questions and Comments</p>	
<p>Land Use Forecasts</p>	
<p>KM (Town of Bradford West Gwillimbury) asked how the transportation analysis distributes population figures in year 2041 and 2051 given how recent these figures were provided through the County’s Land Needs Assessment (LNA). RB responded by saying that the population and employment figures were split in the various settlement areas with specific focus to the Alcona and Friday Harbour areas. The project team will update those numbers once the County’s LNA is finalized.</p>	<p>Town/ Burnside</p>
<p>RS (City of Barrie) asked for clarification regarding the population forecasts in the Orbit as the website indicated that it will be above 2051 provincial allocations. GH clarified that the population total for the Town used in this analysis is closer to 96,000 by year 2051 which is closer to the Simcoe’s LNA. RB (Burnside) indicated that future Transportation Master Plans (TMPs) will address population forecasts for horizon years beyond 2051 if provincial land use forecasts are updated.</p>	<p>Info</p>
<p>TC (Town of Innisfil) indicated that 150,000 population within the Orbit is currently being considered in the County’s LNA.</p>	<p>Info</p>
<p>RS (City of Barrie) expressed concern that waiting for 5-year cycles for TMPs might be too long since the opportunity to protect for the road right-of-way may be lost due to development pressure.</p>	<p>Info</p>
<p>Road Capacity Project Recommendations</p>	
<p>SM (Town of Innisfil) asked for clarification regarding the recommendations for 14th Line and how consistent that recommendation is with the Town of New Tecumseth’s plans. DH (New Tecumseth) indicated that widening to four lanes is planned between Industrial Parkway to 10th Sideroad. The recommendation on 14th Line between 10th Sideroad to the New Tecumseth-Innisfil boundary is to maintain 2 lanes but reconstruct for improved road capacity which is consistent with the Innisfil TMP recommendations.</p>	<p>Info</p>

The following items were discussed	Action by
<p>RS (City of Barrie) indicated that there is a transportation connection from McKay Road back to the 10th Line that may not have been reflected in the traffic analysis. Burnside indicated that they would check and incorporate the connection.</p>	<p>Info</p>
<p>LD (Town of Innisfil) expressed concerns about the recommendation to remove parking through Cookstown as this will create a traffic sewer. Parking is also important for the local businesses. RB acknowledged the sensitivity to parking in business areas, noted that the recommendations was to study the merits and committed the project team to revisit the recommendations before the Public Open House.</p>	<p>Town/ Burnside</p>
<p>BG (City of Barrie) asked if there was any pressure to upgrade rural concession roads to accommodate for the growth in the Town of Innisfil. RB (Burnside) indicated that upgrading roads falls between the TMP and Roads Needs Study. There will be coordination between the two studies to understand the capabilities to handle the future traffic volumes. CG (Town of Innisfil) indicated that public requests and council direction has increased for upgrading rural concessions, repaving gravel roads, and surface treating.</p>	<p>Info</p>
<p>Active Transportation Project Recommendations</p>	
<p>LD (Town of Innisfil) asked if there has been any consideration for a waterfront trail between the Town of Innisfil, City of Barrie, and the Town of Bradford West Gwillimbury. KM (Town of Bradford-West Gwillimbury) indicated that a trails strategy will be developed through their TMP. RS (City of Barrie) indicated that there are many private properties and developments along the waterfront so that may be a challenge. However, Big Bay Point Road, 20th Sideroad, and Lockhart Road are opportunities for that waterfront trail system between the City and the Town. RS (City of Barrie) and MG (Town of Innisfil) agreed that further coordination may be required.</p>	<p>Town/ Burnside</p>
<p>Enhanced Transit Service Recommendations</p>	
<p>LD (Town of Innisfil) indicated that the Town is currently having discussions with Friday Harbour and employers in Innisfil Heights which should be reflected in the TMP's transit recommendations. MN (Town of Innisfil) also suggested to review Tanger Outlets as part of the transit service enhancements. LD also indicated that within this</p>	<p>Town/ Burnside</p>

The following items were discussed	Action by
<p>30-year time horizon, the transit system should evolve from on-demand/rideshare.</p>	
<p>Other Comments</p>	
<p>MN (Town of Innisfil) asked for a pedestrian crossing to be considered at the Yonge Street and Innisfil Beach Road intersection due to the future hospital site and Town campus.</p>	<p>Town/ Burnside</p>
<p>LD (Town of Innisfil) expressed concern regarding overflow traffic, and resulting traffic accidents, due to congestion along Highway 400. LD asked if there should be a recommendation to the Province to expedite the timeline of the widening. RB (Burnside) indicated that this is part of the plan.</p>	<p>Info</p>
<p>MN (Town of Innisfil) asked about the importance of the Barrie-Collingwood rail as part of a goods movement strategy. RB (Burnside) indicated that this will be incorporated.</p>	<p>Town/ Burnside</p>
<p>BG (City of Barrie) asked about a potential recommendation for requiring L2 rough-ins for new developments which can be eventually incorporated in the Official Plan. RB (Burnside) indicated that they will explore this recommendation with the project team.</p>	<p>Town/ Burnside</p>

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited

Rebecca Rust
Transportation Student
RR

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

053011_TAC2_MeetingMinutes_20220113
7/18/2022 11:38 AM



Recommended Network Improvements and Strategies For Review

2022 Transportation Master Plan
May 9, 2022

Overview



Study Process



Draft Recommendations

- Road
- Active Transportation and Sidewalks
- Transit Network



Supporting Strategies



Next Steps

Study Process

Study Approach and Consultation

Phase 1
Problem Or
Opportunity

- **Identify Natural, Social and Cultural Heritage Assets**
- **Assess Existing and Future Needs and Opportunities**
 - Road, transit, active transportation and safety needs
 - Future needs and opportunities

Public Information Centre # 1

Phase 2
Alternative
Solutions

- **Identify and Analyze Alternative Solutions (Strategies)**
- **Evaluation and Selection of Preferred Alternative**
- **Preferred Network Solution (Strategy)**

Public Information Centre # 2

Presentation of Recommendations

We are here

Document TMP for Review

Future Phases
Not within this
study

- **Phase 3:** Alternative Design Concepts for Preferred Solution
- **Phase 4:** Schedule C Environmental Study Report
- **Phase 5:** Implementation

Continuous
Collaboration

The Transportation Master Plan will be carried out in accordance with the Municipal Class Environmental Assessment (MCEA) process.

Consultation Summary

Town-Led Consultation Events

Technical Advisory Committee Meeting #1	August 11, 2021
Public Open House #1	August 25, 2021
School Zone Traffic Safety Advisory Committee Meeting	November 18, 2021
Town of Innisfil and Simcoe County Coordination Meeting #1	October 28, 2021
Town of Innisfil and Simcoe County Coordination Meeting #2	December 13, 2021
Technical Advisory Committee Meeting #2	January 13, 2022
Town of Innisfil Land and Lake Master Plan Coordination	January 13, 2022
Public Open House #2	January 27, 2022
Highway 400 Rail Underpass with MTO, City of Barrie, Simcoe County	March 22, 2022

Project Team Participation in County-Led Consultation Events

County TMP – Technical Advisory Committee	March 23, 2022
County TMP – Active Transportation TAC	March 28, 2022
County TMP – Transit TAC	April 2, 2022

Draft Recommendations

Road, Active Transportation, and Transit Networks

Vision



Innisfil's transportation system connects people and communities, fosters healthy living, and operates innovatively and efficiently across the Town as an environmentally and financially sustainable, resilient system ready for the future.





Process

1. Transportation Modelling

- Incorporate Simcoe County's 2041 and 2051 horizon year growth allocations based on Draft MCR / Land Needs Assessment
- Review of 2018 TMP for recommendations to 2041 based on new land use allocations
- Identify road capacity needs by the 2051 horizon year

2. Recommend road widenings or alternatives to widenings based on goals of the TMP

Simcoe County Road Recommendations (March 23, 2022)

Draft Road Network Map

Road Uploads to County

- A. Industrial Parkway
- B. 5th Line
- C. 5th Line
- D. 10 Sideroad
- E. 6th Line

County Road Widening by 2051

- 1. CR 10
- 2. CR 88 / Bond Head Bypass
- 3. CR 4 (Underway)
- 4. CR 4
- 5. CR 89 / CR 3
- 6. CR 21 (Underway)
- 7. CR 54
- 8. CR 53
- 9. CR 27
- 10. CR 10

Corridors Deferred Beyond 2051 for Study

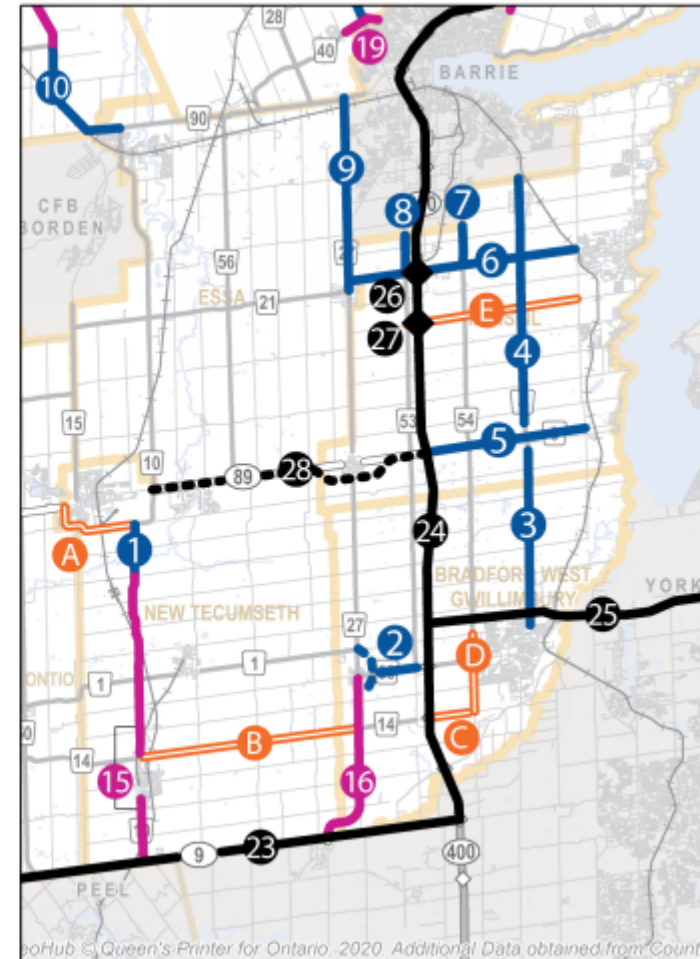
- 15. CR 10
- 16. CR 27
- 19. CR 40

Provincial Road Projects

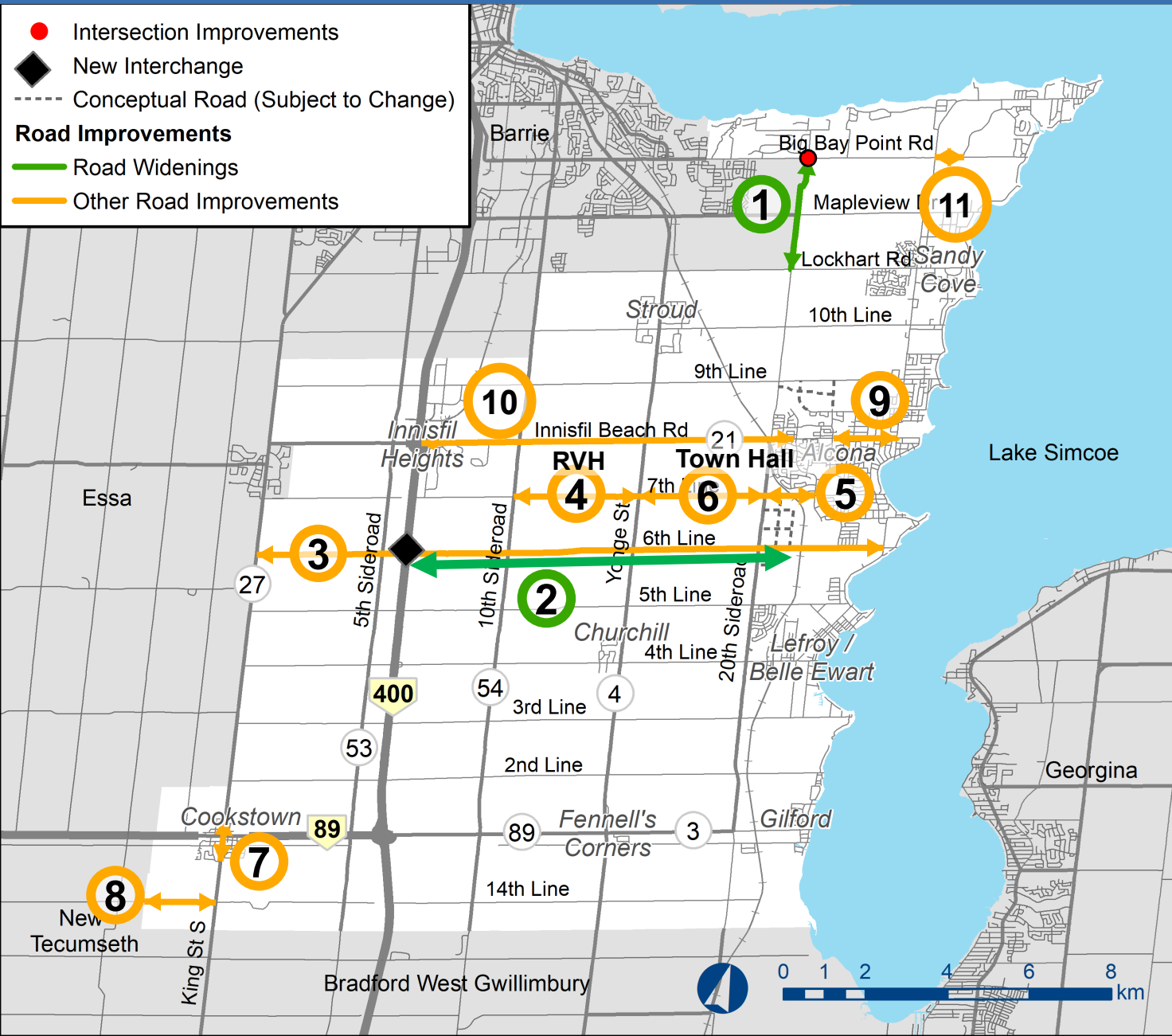
- 23. Highway 9 New Capacity Expansion
- 24. Highway 400 New Capacity Expansion
- 25. Bradford Bypass
- 26. Highway 400 / IBR Overpass

Unconfirmed Provincial Projects

- 27. Highway 400 / Line 6 Interchange
- 28. Highway 89 Easy-West Link Improvement (Concept only)



Road Network



Road Projects in Addition to 2018 TMP

Road Widenings

1. 20th Sideroad from 2 to 4 lanes
2. 6th Line from 4 to 6 lanes

EA Addendum

3. 6th Line from CR27 to St. Johns Rd.
4. 7th Line from 10th Siderd. to Yonge St.
5. 7th Line from 20th Siderd. to Lake Simcoe

EA

6. 7th Line from Yonge St. to 20th Siderd.

Alternative Strategies

7. King Street South: Parking Study
8. 14th Line: Pavement reconstruction
9. Innisfil Beach Road: Sustainable mode focus
10. 6th Line widening to address future Innisfil Beach Road capacity constraints
11. Monitoring of the Friday Drive / 13th Line. and 25th Siderd. / Big Bay Point Rd. intersections for potential improvements

Road Network

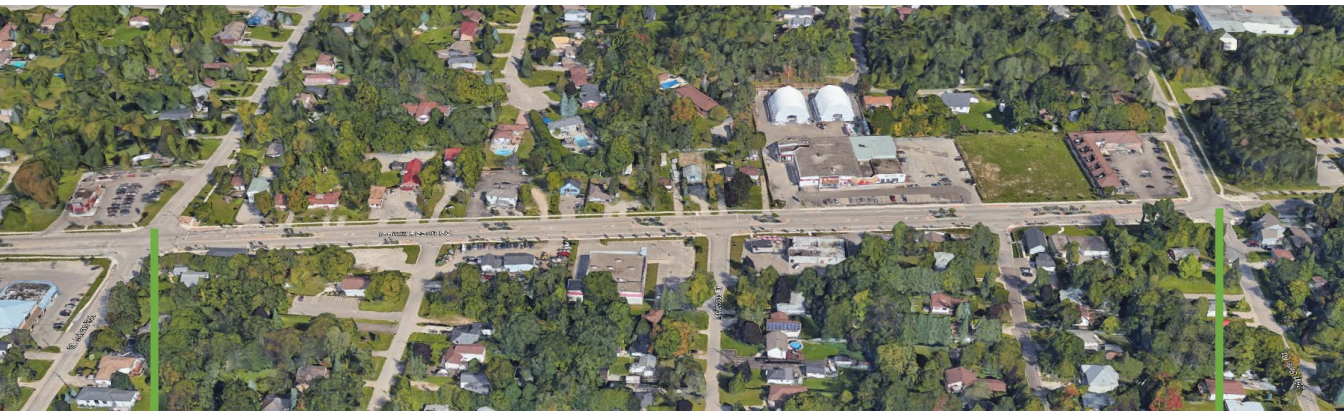
Innisfil Beach Road Recommendations



~1,000 metres

Jans Boulevard

St. Johns Rd.



~550 metres

St. Johns Street

25th Sideroad

Needs Identified

- Innisfil Beach Road between Jans Boulevard and 25th Sideroad has been identified to have capacity issues by 2051

Preferred Solution

- Focus on the development of IBR as a pedestrian-friendly main street in a future downtown Innisfil, aligning with the Town's Official Plan
- Enhancing sustainable modes and identifying alternative routes (e.g., 9th Line) is preferred

Road Network

Cookstown Recommendations



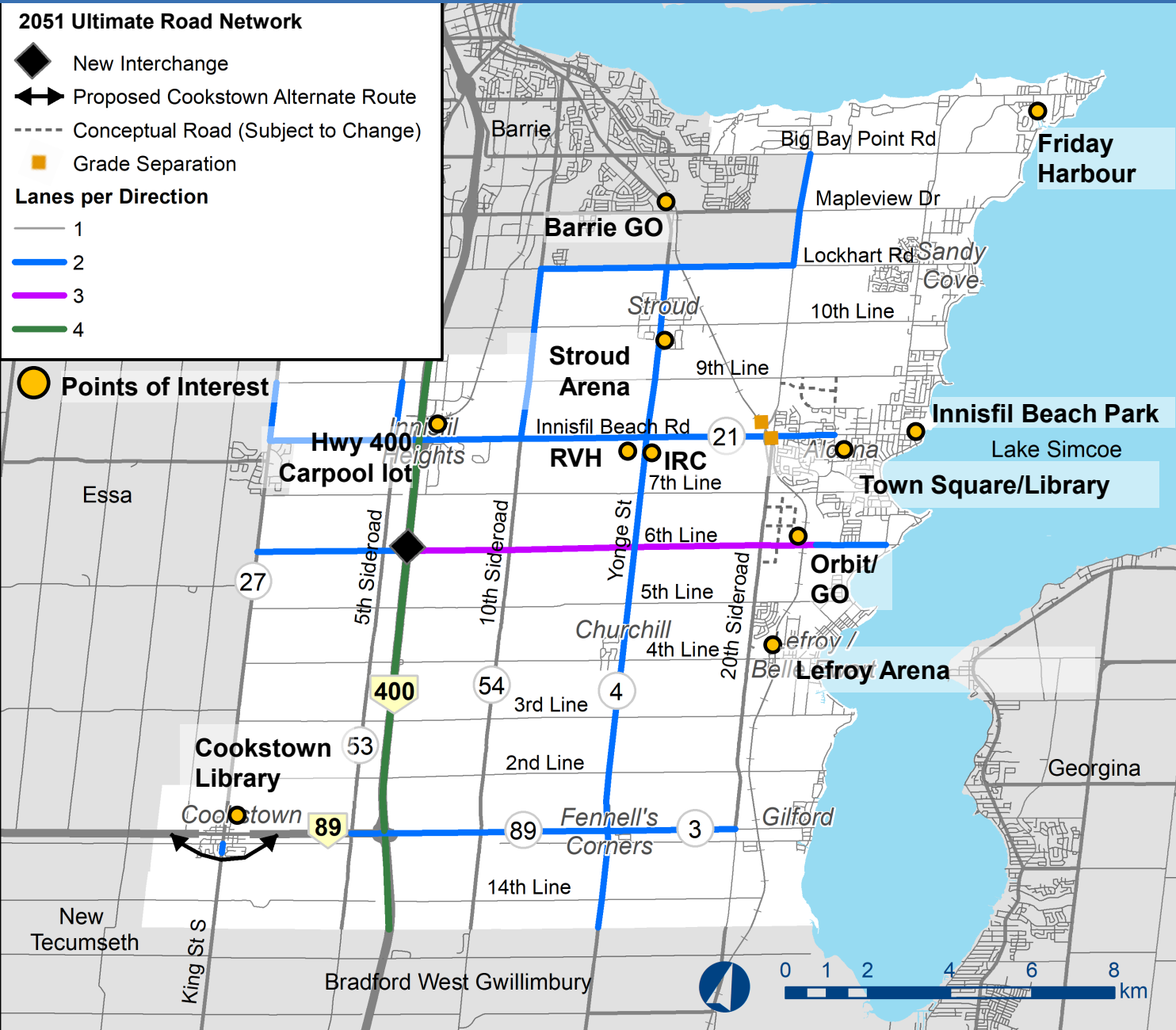
Preferred Solution

- Parking strategy to explore parking solutions in collaboration with local Cookstown businesses and other stakeholders
- Aim to enhance roadway capacity, without widening, and promote Cookstown economic growth

Needs Identified

- King Street South is forecasted to reach capacity by 2051
- County Road 89 through Cookstown is reaching capacity
- Cultural heritage protection and physical constraints limit road widenings

Road Network



Summary of Additional Road Recommendations

- Road Widenings:
 - 20th Sideroad from 2 to 4 lanes
 - 6th Line from 4 to 6 lanes
- Cookstown Parking Study
- 14th Line Reconstruction
- Environmental assessment addendums along 6th Line and 7th Line
- 7th Line Environmental Assessment from Yonge Street to 20th Sideroad
- Confirmation of planned grade separation and re-alignment at 20th Sideroad at IBR
- Continued support for Cookstown East-West Alternate Route



Process

1. Identify **points of interest** for the general population and vulnerable road users by identifying locations such as schools, community centers, and employment nodes (e.g. Friday Harbour, Innisfil Heights, 400 Flea Market, Tanger Outlet)
2. Identify **gaps in continuity and connectivity** in the existing and planned active transportation network
3. Establish the **proposed AT network** based on a review of the existing network, 2016 Trail Master Plan, Draft 2022 Land and Lake Master Plan and 2022 Draft County TMP
4. Facility selection based on existing AADT, future volume forecasts and best practices (i.e., OTM Book 18)

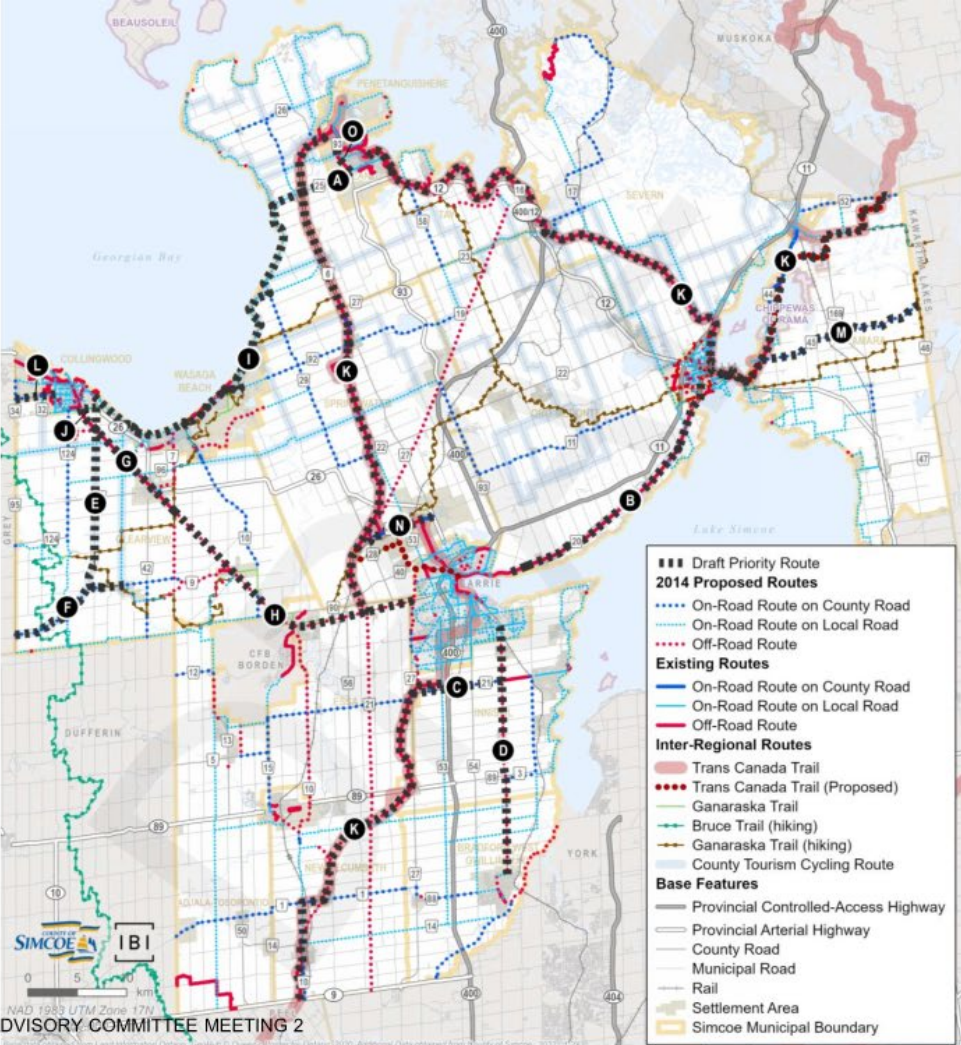
Active Transportation Network

Simcoe County AT Recommendations (March 23, 2022)

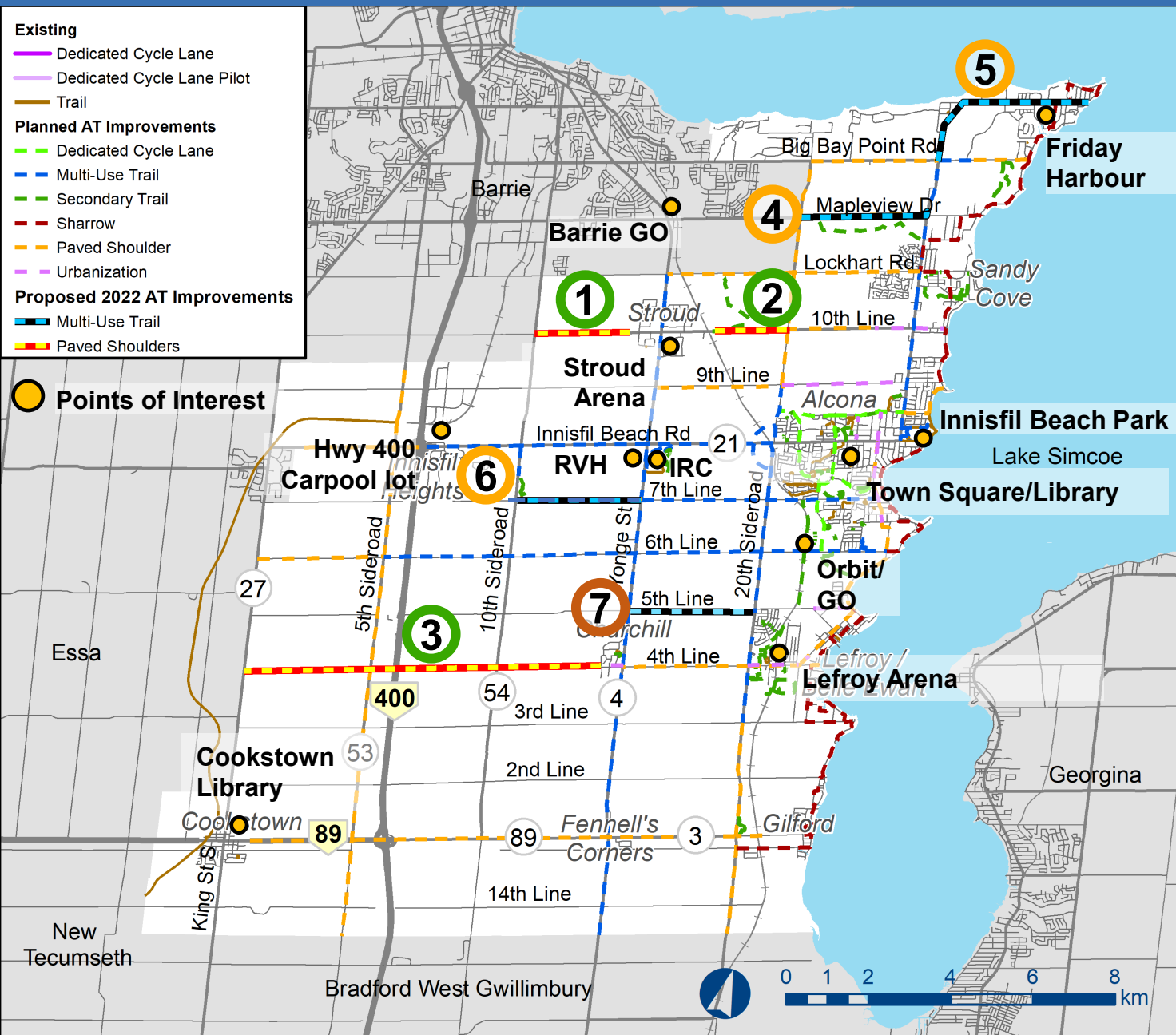
Draft AT Network

The TMP recommends an **ultimate cycling network** comprised of:

- On-road routes on County roads
- On-road routes on local municipal roads
- Off-road routes



Active Transportation



Additional AT Projects by 2041

Paved Shoulders

- 10th Line from 10th Siderd. To Stroud
- 10th Line from Stroud to 20th Siderd.
- 4th Line from Churchill to CR27

Multi-Use Trail

- Mapleview from 20th Siderd. to 25th Siderd.
- Big Bay Point from 25th Siderd. to Lake
- 7th Line from Yonge Street to 10th Sideroad

Additional AT Projects by 2051

Multi-Use Trail

- 5th Line between Yonge St. to 20th Siderd.

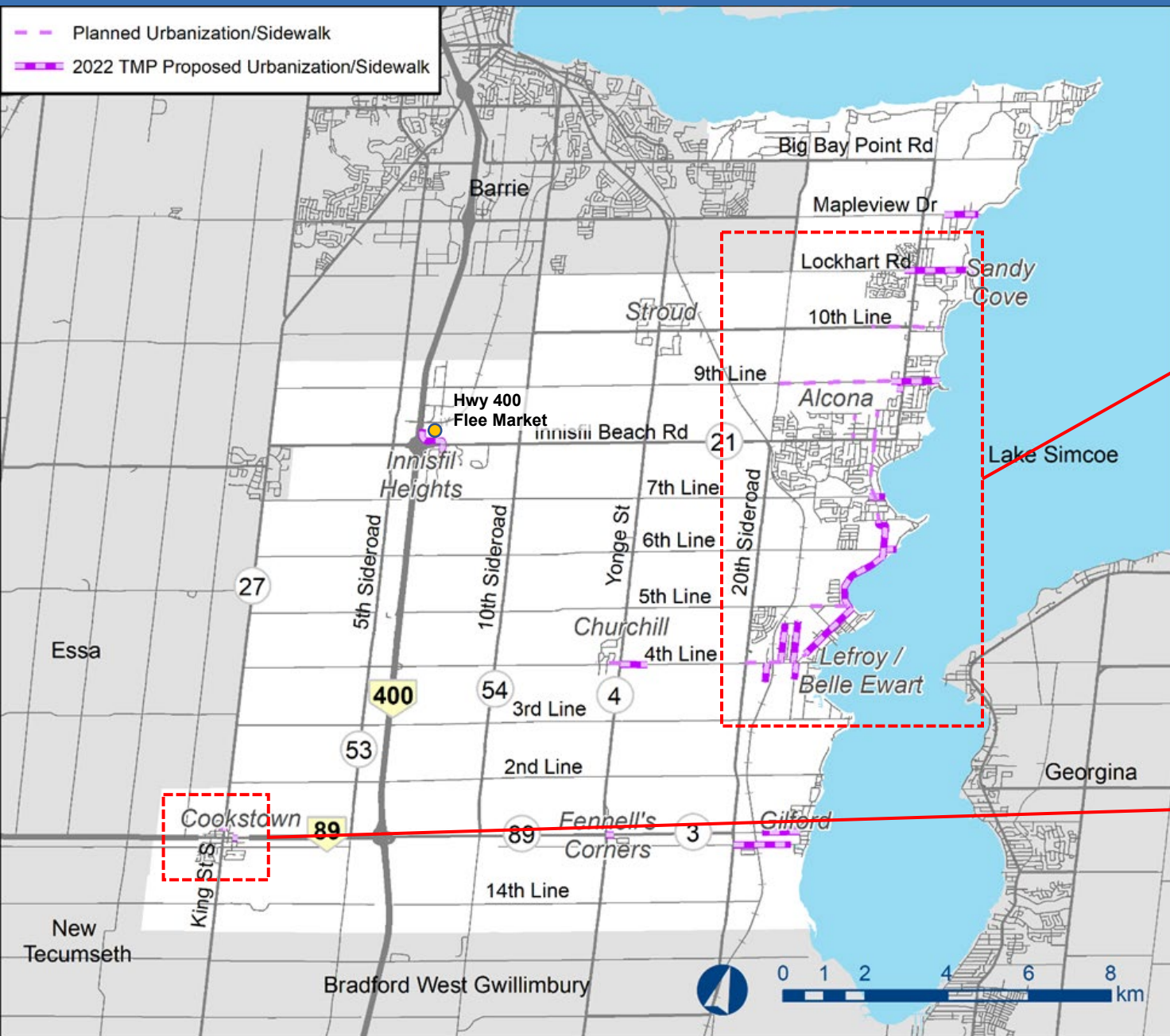
Other Opportunities

- Underpass / Connection between RVH and Town Hall
- Off-road multi-use path using existing rail corridors

For Consideration beyond 2051

- Paved Shoulders along 3rd Line and Harbour Street
- Multi-use trail on 20th Siderd. between 9th Line to Mapleview Drive

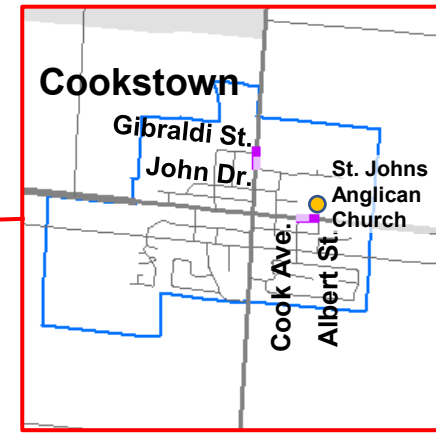
Active Transportation



Proposed New Sidewalks



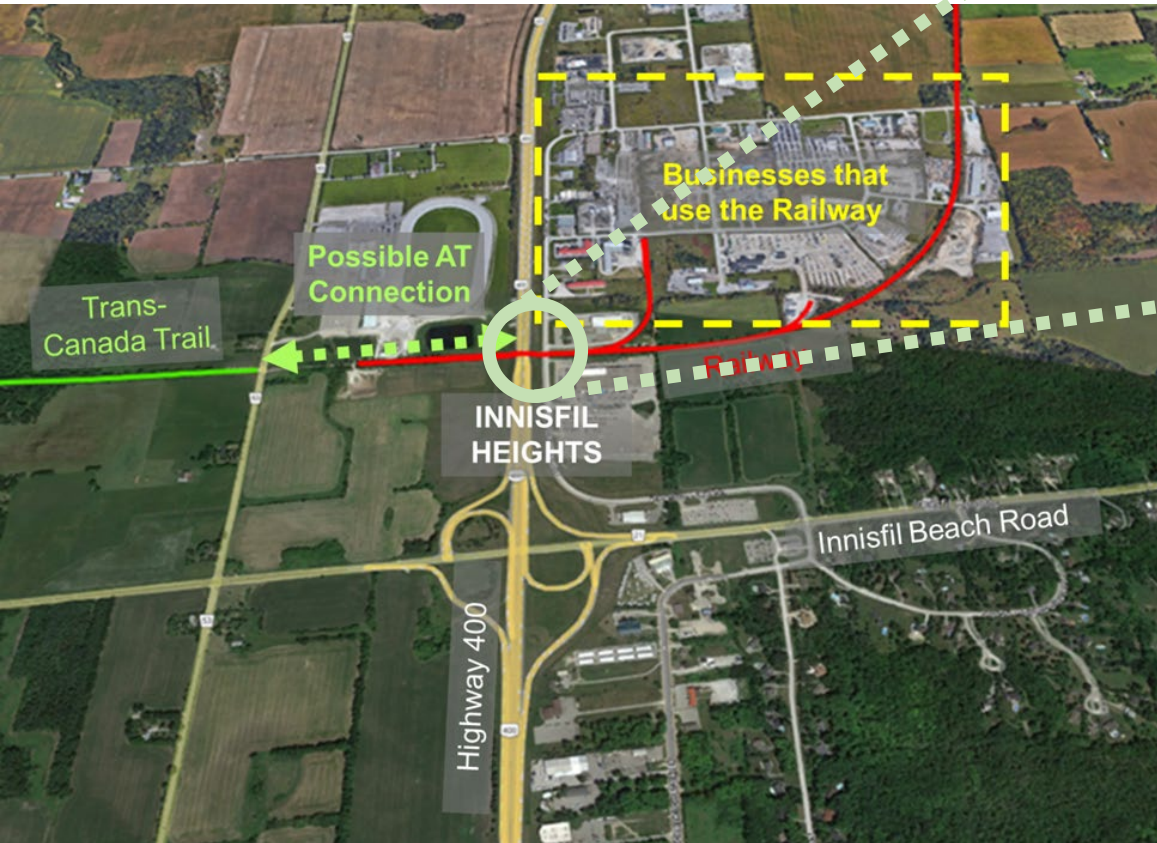
Provides a safe and connected pedestrian-focused corridor between Lefroy and Alcona



Active Transportation

Highway 400 Underpass

Potential Active Transportation Opportunity



Needs Identified

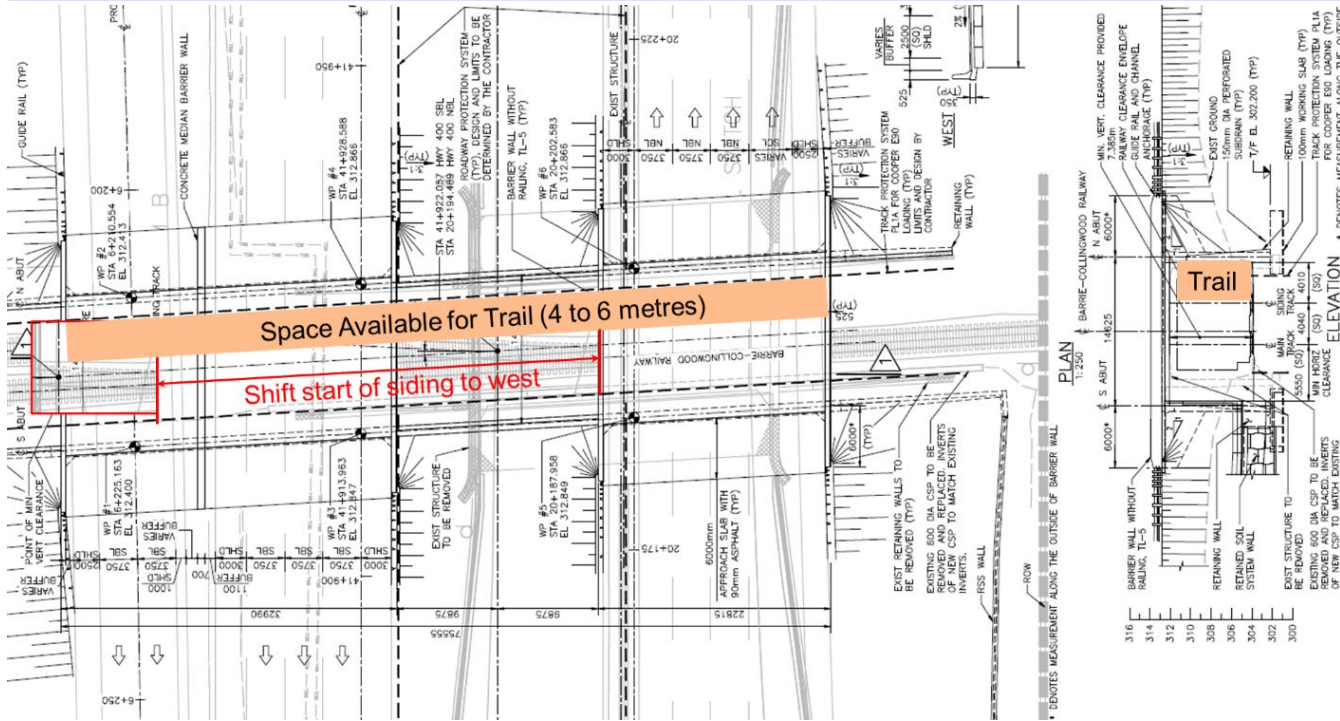
- Highways are usually a barrier for active transportation
- The Highway 400 underpass provides an off-road opportunity to connect to the Trans-Canada Trail
- Rail is currently needed for existing businesses
- Design drawings determine that an AT facility would not be feasible with the existing rail operations

Active Transportation

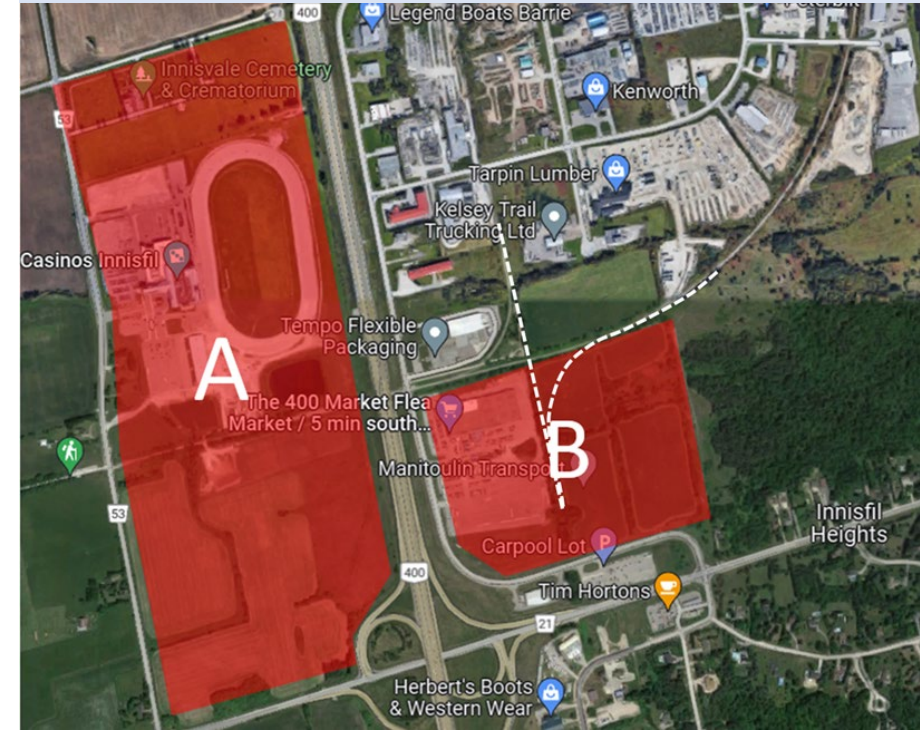
Highway 400 Underpass

Potential Active Transportation Opportunity

Conceptual Solution A



Conceptual Solution B



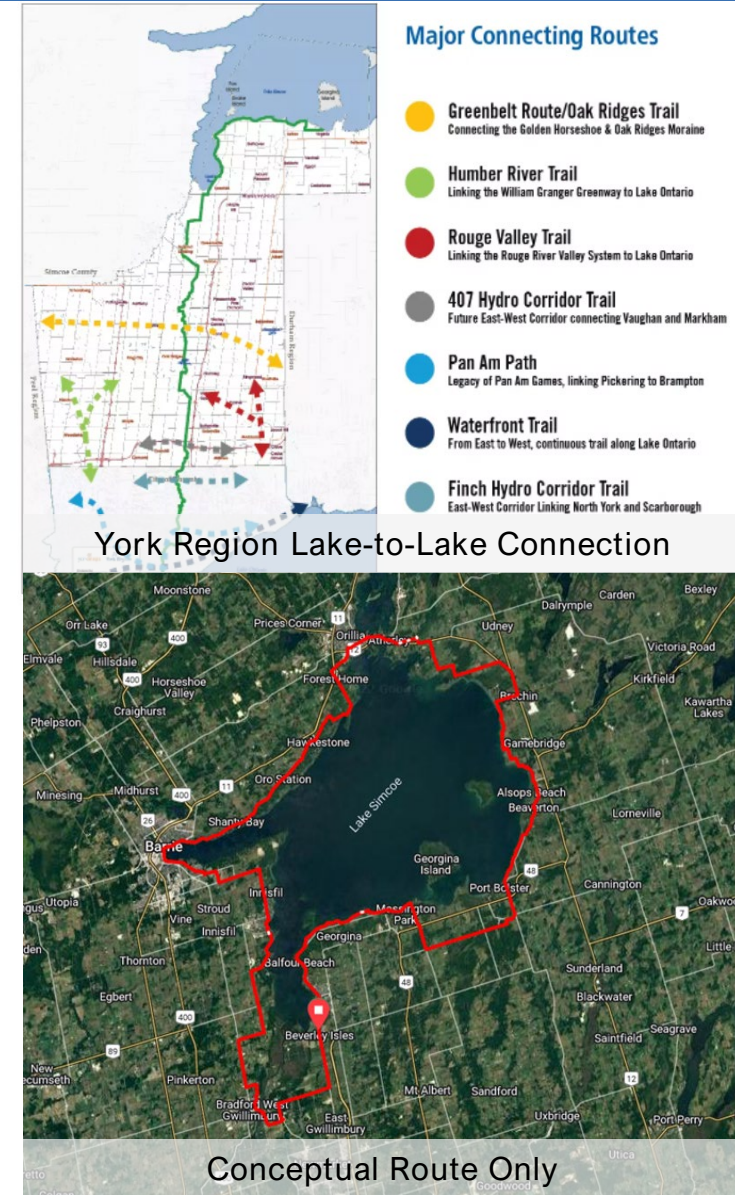
* Solutions would require collaboration with the MTO, City of Barrie, Simcoe County, rail operator, and businesses

Active Transportation

Lake Simcoe-Adjacent Trail

Potential Active Transportation Opportunity

- Requires coordination between Simcoe County, York Region and local municipal partners
- Provides connections to other municipal active transportation networks
- Common elements include signage installment and marketing including:
 - Establishing a brand identity
 - Mapping
 - Website
 - Marketing material
 - Advertising and promotion



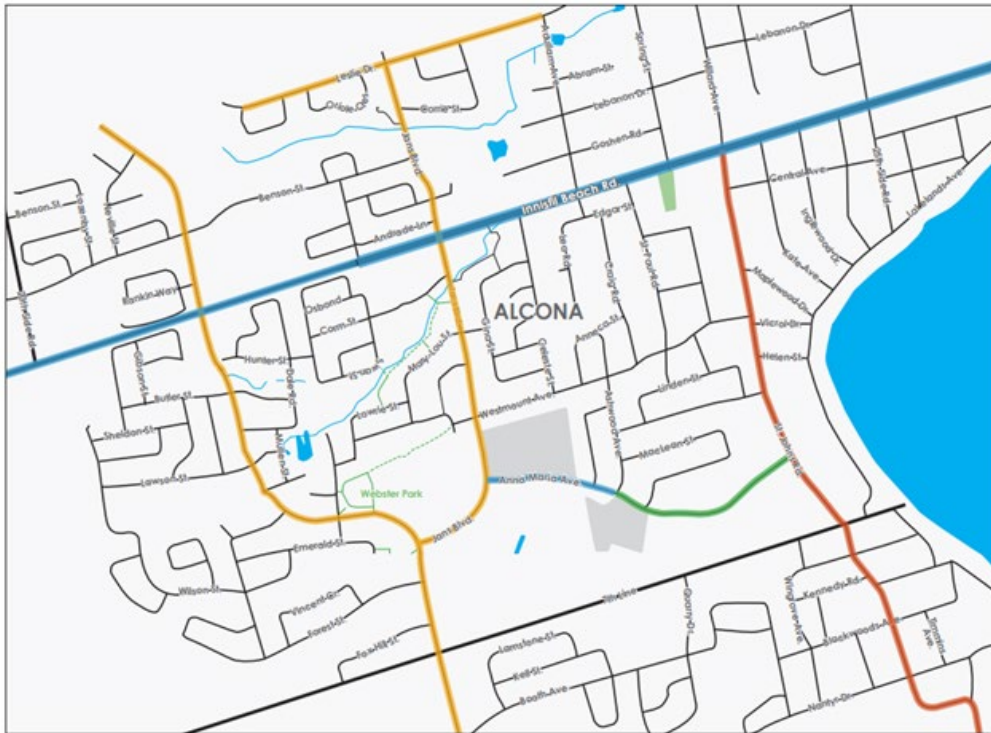
Active Transportation

Bicycle Lane Design

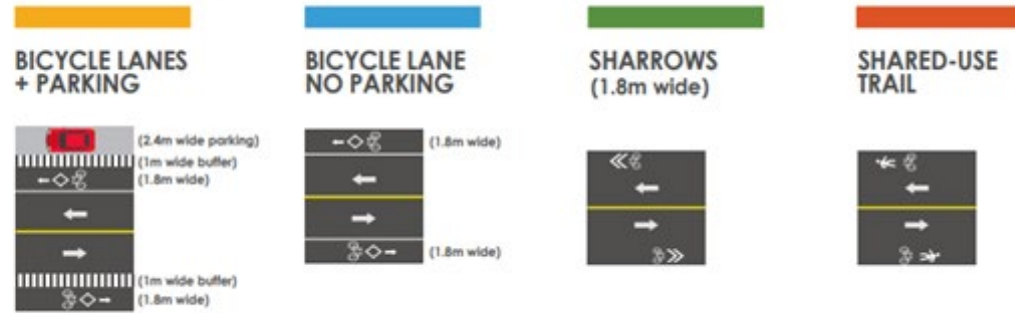
Potential Active Transportation Opportunity



Map Locations Of Bike Paths (BY AREA)



MAP LEGEND



The level of **physical separation** (e.g., flex bollards, parking lane) for bicycle facilities should be considered as a function of vehicle speed and traffic volume, as per Ontario Traffic Manual (OTM) Book 18.

Low

High



Flex Bollards

Parking Lane

Concrete Barrier

Planters

Guide Rail

Concrete Curb

Approach

- At the TMP-level, transit is usually recommended at a **high-level**
 - E.g., The 2022 Draft County TMP does not expand on LINX service, but recommendations include a single model Regional transit system and a further transit study
- The TMP recommends that preliminary transit service planning of routes and corridors be further investigated
 - Additional transit needs exist and should not wait until the County's transit study is completed
 - Development of transit cannot wait in order to achieve Town Official Plan transit modal share target of 20%
 - Routes, frequency, and implementation would be confirmed through the next transit study

Simcoe County Transit Recommendations (March 23, 2022)

Transit | Draft Long-Term Actions Beyond 5 Years



Connectivity and Coordination

- Identify and prioritize improvements at key transit connections in conjunction with service coordination
- Review and leverage opportunities for transit service coordination on key corridors



Fare Integration

- Implement fare strategy recommendation developed from short-term action
- Monitor best practices at peer agencies for continuous improvement



Accessibility

- Implement design standards framework for bus stops
- Ensure that Simcoe County complies with or exceeds AODA standards



Sustainable Infrastructure And Vehicles

- Transition to a zero-emissions buses with garage infrastructure to support new and future technology
- Support the efforts of regional transit agencies to green their operations



Governance, Funding And Operating Models

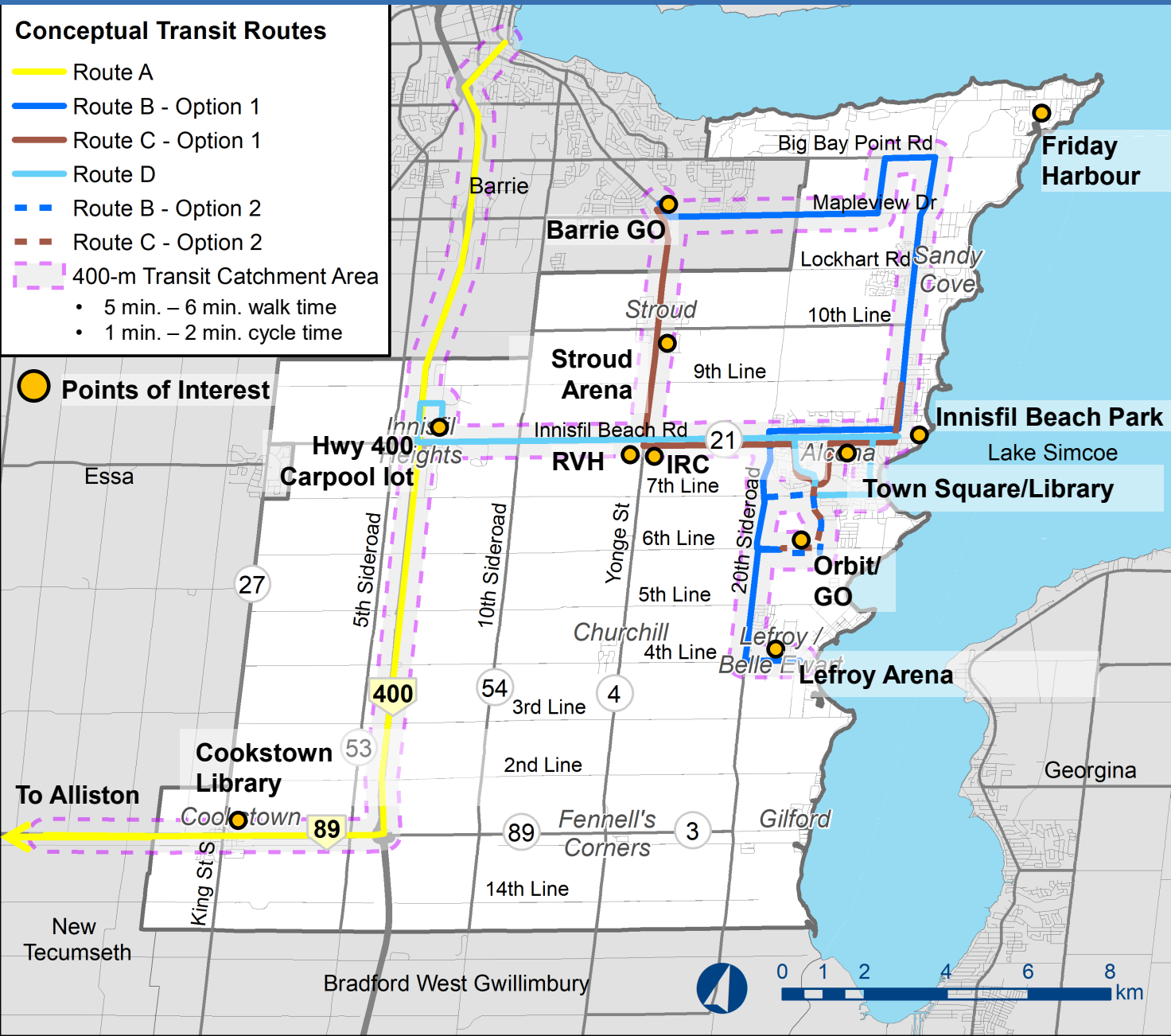
- **Complete implementation of regional transit model**
- Continue to refine and improve regionally integrated transit service, including connections to expanded GO Transit and intercity services
- Create and implement a five-year transit plan and long-term transit vision



Process

1. Identify **transit options** based on:
 - Inter-municipal and intra-municipal transit needs
 - Available technologies
 - Existing Uber travel patterns
 - Existing travel patterns and modes
 - Future travel patterns, based on changes such as Innisfil GO, Friday Harbour, etc.
 - Modes based on forecasting and benchmarking of municipalities
 - Stakeholder input
2. Evaluate transit options based on future ridership / frequency, accessibility, and preliminary net capital and operational costs
3. Document **trends in transit fleet fuel sources** (electric vs. diesel)
4. Document existing government **funding sources**

Transit Network



Potential Transit Routes and Corridors

- Proposed Phasing Strategy:**

Short-term: Incorporate dedicated on-demand ride-share service

By 2031: Implementation of Route A and Route C

Beyond 2031: Implementation of Route B and Route D

- Encourage **first-mile and last-mile connections** using AV shuttles or bike share programs

- Explore **fuel sources** in the next Town/County transit study

Draft Recommendations

Supporting Strategies

Supporting Strategies

Electric Vehicle Charging

- Continue discussions with InnPower on Electric Vehicle Charging installation in less dense settlement areas
- Encouraging installation of L2 chargers in new developments

Goods Movement

- Importance of the Barrie-Collingwood railway for Goods Movement
- Encouraging the use of most heavy truck traffic to County Roads and first- and last-mile truck trips on Town roads

Travel Demand Management

- Encourage the use of the MTO carpool lot
- Work with the County to provide an online portal for residents that is employer-based

Policy Development

- Development of the Pedestrian Crossing Policy
- Update to Complete Streets

Next Steps

Organizational Capacity

- Receive comments from other jurisdictions to inform recommendations on the Town's future organizational capacity needs

Transportation Master Plan

- Finalize recommendations
- Draft the TMP document for circulation

6th Line Interchange Needs and Justification

- Additional transportation modelling

GET

INVOLVED

GetInvolvedinnisfil.ca/TMPlan



Meredith Goodwin
Capital Project Manager
Engineering



705-436-3740 Ext. 3220
1-888-436-3710 (toll free)



mgoodwin@innisfil.ca



Ray Bacquie
Consultant Project Manager
Transportation



905-821-5891



ray.bacquie@rjburnside.com

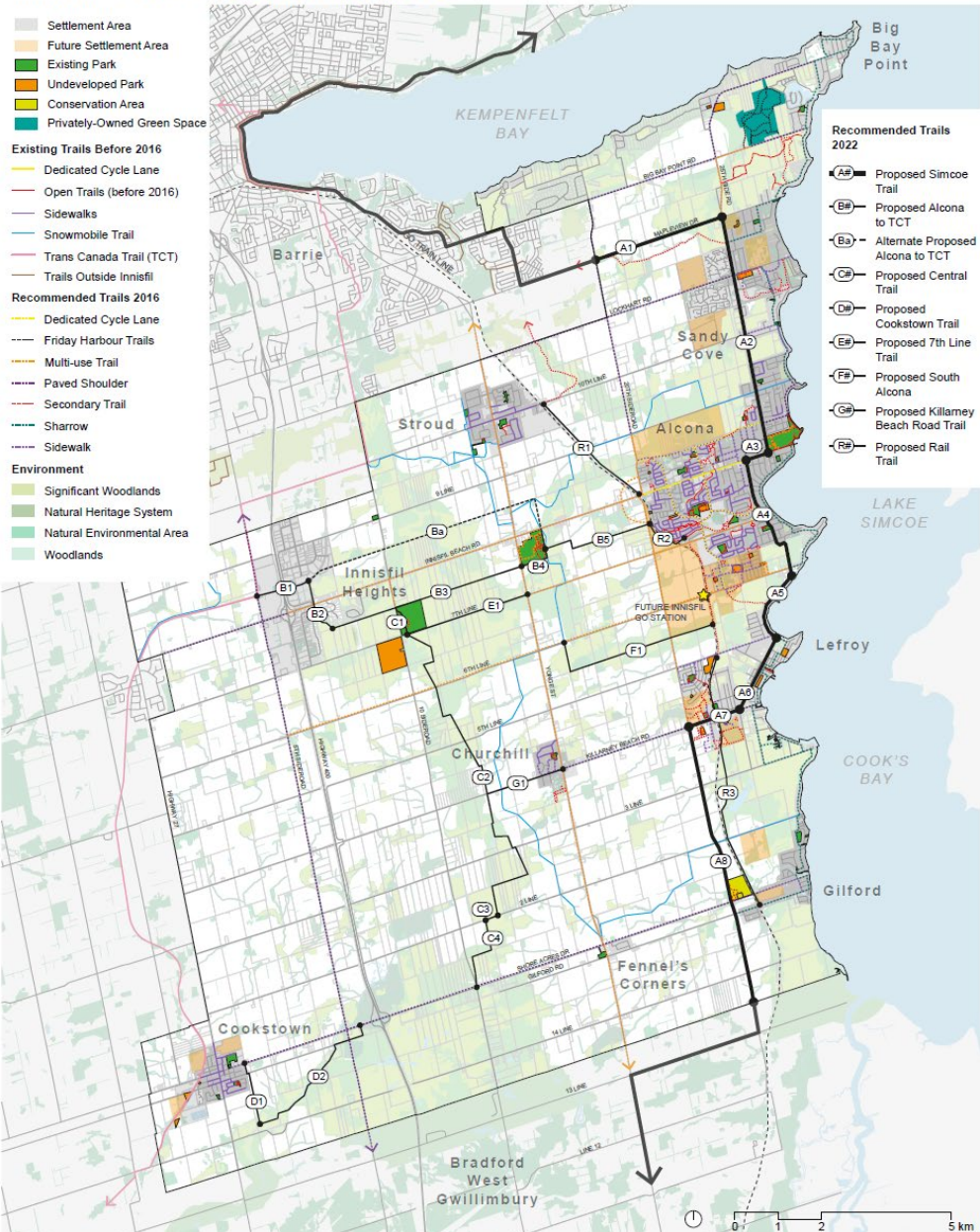




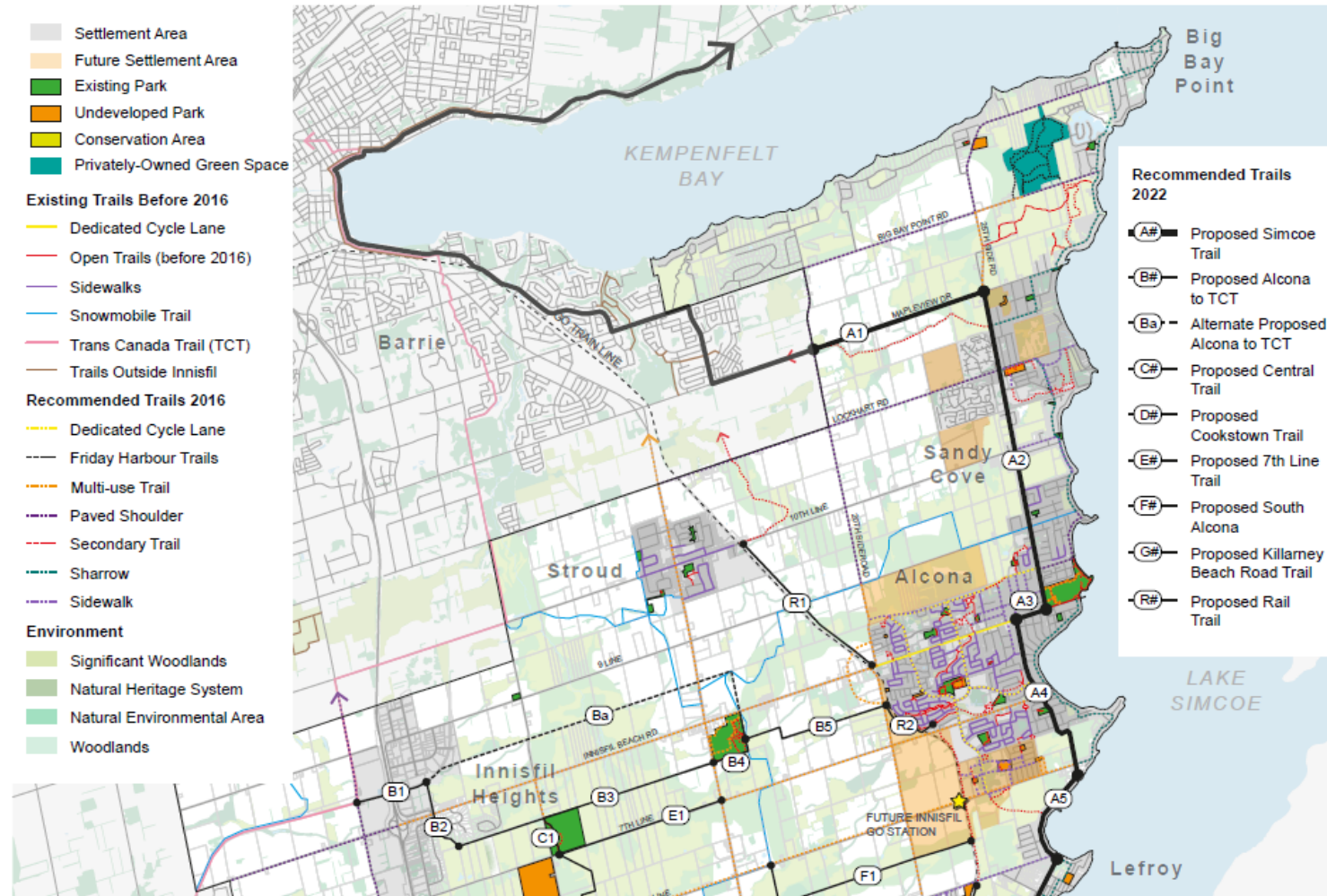
Innisfil

2022 Land and Lake Draft Recommendations

Innisfil - 2022 Recommendations



Innisfil - 2022 Recommendations





Minutes of Meeting

Meeting Date: May 9, 2022 **Project No.:** 300053011.000

Project Name : Innisfil Transportation Master Plan

Meeting Subject: Technical Advisory Committee Meeting #3

Meeting Location: Microsoft Teams

Date Prepared: May 25, 2022

Those invited include:

Meredith Goodwin (MG)	Town of Innisfil	mgoodwin@innisfil.ca
Paul Pentikainen (PP)	Town of Innisfil	ppentikainen@innisfil.ca
Carolina Cautillo (CC)	Town of Innisfil	ccautillo@innisfil.ca
Alex Juby (AJ)	Town of Innisfil	ajuby@innisfil.ca
Brian Seed (BS)	Town of Innisfil	bseed@innisfil.ca
Hyder Rajab (HR)	Town of Innisfil	hrajab@innisfil.ca
Mitchel Harris (MH)	Town of Innisfil	mharris@innisfil.ca
Scott MacKenzie (SM)	Town of Innisfil	smackenzie@innisfil.ca
Suzanna Nilsson (SN)	Town of Innisfil	snilsson@innisfil.ca
Tim Cane (TC)	Town of Innisfil	tcane@innisfil.ca
Rod Boynton (RB)	Town of Innisfil	rodboynton@rogers.com
Mary Nordstrom (MN)	Town of Innisfil	mnordstrom@innisfil.ca
Leo DeLoyde (LD)	Town of Innisfil	ldeloyde@innisfil.ca
Amber Leal (AL)	Town of Innisfil	aleal@innisfil.ca
Bill Van Berkel (BVB)	Town of Innisfil	bvanberkel@innisfil.ca
Alex Papadatos (AP)	Town of Innisfil	apapadatos@innisfil.ca
Julie Scruton (JS)	County of Simcoe	julie.scruton@simcoe.ca
Adrianna Spinosa (AS)	County of Simcoe	Adrianna.Spinosa@simcoe.ca
Claire Walker (CW)	County of Simcoe	claire.walker@simcoe.ca
Brendan Matheson (BM)	County of Simcoe	Brendan.Matheson@simcoe.ca
Barb Kane (BK)	Town of New Tecumseth	bkane@newtecumseth.ca

Bruce Hoppe (BH)	Town of New Tecumseth	bhoppe@newtecumseth.ca
Rafique Turk (RT)	Town of New Tecumseth	rturk@newtecumseth.ca
Rick Vatri (RV)	Town of New Tecumseth	RVatri@newtecumseth.ca
David Hegarty (DH)	Town of New Tecumseth	dhegarty@newtecumseth.ca
Khurram Tunio (KT)	Town of Bradford West Gwillimbury	ktunio@townofbwg.com
Paul Dubniak (PD)	Town of Bradford West Gwillimbury	pdubniak@townofbwg.com
Katy Modaressi (KM)	Town of Bradford West Gwillimbury	KModaressi@townofbwg.com
Marcio Marques (MM)	Town of Bradford West Gwillimbury	mmarques@townofbwg.com
Colleen Healey (CH)	Township of Essa	chealey@essatownship.on.ca
Lisa Lehr (LL)	Township of Essa	llehr@essatownship.on.ca
Bob Morrison (BM)	Township of Essa	bmorrison@essatownship.on.ca
Jeremy Walton (JW)	Township of Essa	jwalton@essatownship.on.ca
Michael Mikael (MM)	Township of Essa	mmikael@essatownship.on.ca
Ashley Harrison (AH)	City of Barrie	ashley.harrison@barrie.ca
Ralph Scheunemann (RS)	City of Barrie	Ralph.Scheunemann@barrie.ca
Sherry Diemert (SD)	City of Barrie	Sherry.Diemert@barrie.ca
Brett Gratrix (BG)	City of Barrie	brett.gratrix@barrie.ca
Tom Reeve (TR)	City of Barrie	tom.reeve@barrie.ca
Lukasz Grobel (LG)	MTO	lukasz.grobel@ontario.ca
Robert Vandenberg (RV)	MTO	Robert.Vandenberg@ontario.ca
Philippe Bellon (PB)	Metrolinx	Philippe.Bellon@metrolinx.com
Glenn MacMillan (GM)	Lake Simcoe Region Conservation Authority	g.macmillan@lsrca.on.ca
Lee Bull (LB)	Nottawasaga Valley Conservation Authority	lbull@nvca.on.ca
Ben Krul (BK)	Nottawasaga Valley Conservation Authority	bkrul@nvca.on.ca
Arthur Berdichevsky (AB)	InnPower	adamc@innpower.ca
Tony Mendicino (TM)	InnPower	tonym@innpower.ca
Rama Badam (RB)	InnServices	rbadam@innservices.co
Ray Bacquie (RB)	R.J. Burnside & Associates	Ray.Bacquie@rjburnside.com
Gordon Hui (GH)	R.J. Burnside & Associates	Gordon.Hui@rjburnside.com
Xinli Tu (XT)	R.J. Burnside & Associates	Xinli.Tu@rjburnside.com
Cindy Chung (CC)	R.J. Burnside & Associates	Cindy.Chung@rjburnside.com

The following items were discussed	Action by
<p>1. Introductions</p> <p>MG (Town of Innisfil) introduced the meeting.</p>	Info
<p>2. Presentation Overview</p> <p>GH (Burnside) presented the following information:</p> <ul style="list-style-type: none"> • Study Process • Draft Recommendations (Road, Active Transportation, Transit) • Supporting Strategies • Next Steps 	Info
<p>3. Road Network</p>	
<p>3.1 LD (Town of Innisfil) was concerned with the 6-lane road widening recommendation along 6th Line causing a traffic sewer.</p> <ul style="list-style-type: none"> • RB (Burnside): The process was sensitive to the impact of a 6-lane road. The TMP will discuss alternatives such as the 7th Line EA Addendums. The major trigger was the introduction of the future 6th Line interchange. • GH: Between the TMP and final implementation, there will be further studies that can re-confirm the recommendations of the 6th Line such as the Orbit Secondary Plan and 6th Line EA Addendum which is a recommendation from this study. The key is to protect for the public right-of-way. • Post Meeting Notes: The TMP will document the need to monitor capacity requirements of a 6-lane corridor on 6th Line (or other mobility solutions) and to further study the need to protect for 6 lanes. Greater insight will be available when post-2051 information is available from the Orbit study. 	Burnside
<p>3.2 LD: The TMP should speak to traffic calming strategies. The Town is currently undertaking a Traffic Calming Strategy for the entire Town with pilot projects moving forward. Should traffic calming also be considered on major arterials? Traffic sewers make roads difficult for pedestrians to cross.</p> <ul style="list-style-type: none"> • RB: There are two fundamental objectives for traffic calming—to manage volume of traffic that isn't appropriate for the road and to manage speed. Major arterials should be carrying much of the traffic volumes or else traffic will find its way to local roads and infiltrate neighborhoods. However, the TMP will be documenting 	Burnside

The following items were discussed	Action by
<p>Complete Street typologies that focuses on the design of different types of roads and recommended street elements to cater to all transportation modes.</p> <ul style="list-style-type: none"> • GH: The last TMP also contained a series of policies including traffic calming and speed. The current TMP will be updating the pedestrian crossing policy. <p>3.3 Regarding the 20th Sideroad road widening recommendations from two to four lanes:</p> <p>BG (City of Barrie): The City of Barrie 2041 traffic model shows low volumes along 20th Sideroad [where the two to four lane widening is being proposed].</p> <ul style="list-style-type: none"> • RB: Burnside will check the values along this segment • Post-Meeting Notes: The transportation modelling showed that auto volumes are anticipated to approach capacity by 2051. In the 2041 horizon year, the transportation modelling showed that traffic levels were below capacity but congested. 	Burnside
<p>4. Active Transportation</p>	
<p>4.1 Regarding sidewalk improvements:</p> <p>SM (Town of Innisfil): The 25th Sideroad design is now finalized and contains both MUT and sidewalks. It is currently not shown on the TMP mapping.</p> <p>SN (Town of Innisfil): The Lockhart Road design is now finalized, and a sidewalk could not be accommodated. This should be removed from the recommendations.</p> <ul style="list-style-type: none"> • GH (Town of Innisfil): The mapping and recommendations will be revised to be consistent. 	Burnside
<p>4.2 City of Barrie staff were supportive in exploring the off-road AT connections under the Highway 400 underpass and were open to future meetings to discuss opportunities and solutions.</p>	Info
<p>5. Transit</p>	
<p>Discussions focused around extending LINX routes to the Town of Innisfil as there is currently a gap in transit service. The TMP will be highlighting this gap and will be recommending possible extensions of existing LINX service (Route A and C in the transit slide).</p>	Info

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited

Gordon Hui
Senior Transportation Planner
GH

Enclosure(s)

Distribution:

All invitees

Via: Email

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

053011_TAC3_MeetingMinutes_20220509
7/18/2022 12:27 PM



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Attachment 3

Indigenous Communities Consultation

Xinli Tu

From: Meredith Goodwin
Sent: Tuesday, July 27, 2021 3:48 PM
Cc: Ray Bacquie; Xinli Tu; Gordon Hui; Carolina Cautillo; Mary Catherine Mehak; Michael Tocher; Peter Heyblom
Subject: Notice of Commencement and Open House for Innisfil's Land and Lake Plans and the Transportation Master Plan Update
Attachments: 2021.07.13 Notice of Commencement and Open House Transportation MP ENG52 (ID 588179).pdf; 2021.07.27 Notice of Commencement and Open House Land and Lake PKS105 (ID 590418).pdf

Bcc: A. Dan Monague (info@chimnissing.ca); Ashley Harrison; Barb Kane- Deputy Clerk ; Beausoleil First Nation- Mike Smith; Bell Access Network- Nicholas Kellar; Brent Black; Chippewas of Georgina Island- Natasha Charles; Chippewas of Mnjikaning First Nation (Rama)- Sharday James; Chippewas of Nawash First Nation- Cheif Greg Nadijwon; County of Simcoe Paramedic- JC Gilbert; Darlene Presley (dpresley@mhbcplan.com); Enbridge Gas Distribution Inc.- Vince Cina; Enbridge Pipelines Inc.; Hydro One Networks; Hydro One Networks ; Infrastructure Ontario- Lisa Myslicki; Innisfil District Association (IDA)- Deborah McGrath; Jason Ryan Metrolinx; Karry Sandy-Mackenzie (inquiries@williamstreatiesfirstnations.ca); Karry Sandy-Mackenzie (k.a.sandy-mckenzie@rogers.com); Kim Benner (kim.benner@ontario.ca); Lester Anoquot (band.admin@saugeen.org); Lester Anoquot (lester.anoquot@saugeen.org); Lisa Lehr; Métis Nation of Ontario- David Dusome; Métis Nation of Ontario- Jesse Fieldwebster; Ministry of Agriculture, Food and Rural Affairs- Carolyn Hamilton; Ministry of Economic Development and Growth- Damien Dupuy; Ministry of Heritage, Sport, Tourism and Culture Industries- Kara Barboza; Ministry of Natural Resources and Forestry Midhurst (Huron) (Southern Region)- Ken Mott; Ministry of the Environment, Conservation and Parks ; Municipal Affairs and Housing- Hannah Evans; Nation Huronne-Wendat- Louise Lesage; Nation Huronne-Wendat- Mario Gros-Louis; Nation Huronne-Wendat- Melanie Vincent; Rogers Cable- Tony Dominguez; Saugeen First Nation; Saugeen First Nation- Joe Wesley; Simcoe County Clerk; Simcoe County District School Board- Andrew Keuken; Simcoe County District School Board- Katie Kirton; Simcoe Muskoka Catholic District School Board- Christine Hyde; South Simcoe Police- Steve Black; Trans-Northern Pipelines Inc.- Cliff Lee; Union Gas Limited

Good day,

You are receiving this email as you are, or represent a group of very important Innisfil Stakeholders!

We want to inform you that we are working on Master Plans that will shape this wonderful Town!

The * [TRANSPORTATION MASTER PLAN](#)

We're updating our Transportation Master Plan (TMP) completed in 2018, to make sure it still reflects the needs of Innisfil residents. This update will allow us to create a long-term transportation vision and strategy to address mobility needs for 2021 and beyond.

The * [LAKE & LAKE PLAN \(Parks & Recreation Master Plan Update & Lake Simcoe Enjoyment Strategy\)](#)

We're updating our Parks & Recreation Plan (Land Plan) and finishing the Lake Simcoe Enjoyment Strategy (Lake Plan). What does this mean for you? Well, Innisfil's parks, waterfront, and recreation programs are only going to get more awesome!

*Links will take you to project websites

MARK IN YOUR CALENDAR AUGUST 25, 2021

- Virtual Open House for Transportation Master Plan August 25, 2021 6:00pm to 7:00pm – Zoom link <https://zoom.us/j/94499333271?pwd=Zk9JSEhRVmZLbWlway9weW94K2xGUT09>
- Virtual Open House for Land & Lake Plans August 25, 2021 7:00pm to 8:00pm- Zoom link <https://zoom.us/j/96439442758?pwd=TmhQeWJ0UnNBYlQ0ektLanVtUjRPZz09>

Please subscribe to either projects or both and please feel free to pass this email on as we want get as many people subscribed and engaged as possible to ensure these documents meet the needs of the community! This will also ensure that you receive the project surveys as soon as they are launched!



STAY INFORMED

Subscribe for project updates

Your email address...

Subscribe



Meredith Goodwin, C.E.T
Capital Project Manager

705-436-3710 Ext. 3220 | 1-888-436-3710 (toll free)
mgoodwin@innisfil.ca



Town of Innisfil | 2101 Innisfil Beach Road | Innisfil ON L9S 1A1

innisfil.ca

This information is intended only for the person, persons, entity, or entities to which it is addressed; does not necessarily represent the views of the Town of Innisfil; may contain information that is privileged, confidential or exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If the reader is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you received this communication in error, please notify us immediately by return e-mail and delete the correspondence from your computer.

Sylvia Waters

From: Gordon Hui
Sent: Wednesday, August 25, 2021 3:21 PM
To: Sylvia Waters
Subject: FW: Transportation Masterplan

From: Meredith Goodwin <mgoodwin@innisfil.ca>
Sent: Wednesday, August 25, 2021 2:50 PM
To: Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>; Ray Bacquie <Ray.Bacquie@rjburnside.com>
Cc: Mario Gros Louis <Mario.GrosLouis@wendake.ca>
Subject: RE: Transportation Masterplan

Good day,

Thank you for your email. No archaeological studies or fieldwork requiring any digging will be necessary. This is a table top exercise.

Thanks,

Meredith Goodwin, C.E.T.
Capital Project Manager
705-436-3740 Ext. 3220
1-888-436-3710 (toll free)

From: Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>
Sent: August 19, 2021 3:01 PM
To: Meredith Goodwin <mgoodwin@innisfil.ca>; ray.bacquie@rjburnside.com
Cc: Mario Gros Louis <Mario.GrosLouis@wendake.ca>
Subject: Transportation Masterplan

[EXTERNAL]

Good afternoon,

This confirms receipt of attached letter. Could you please let us know if any archaeological studies or fieldwork will be necessary as part of this project?

Thank you,

Lori-Jeanne

ATTENTION: Please note that Maxime Picard has a new position at the Huron-Wendat Nation Council and is no longer in charge of Ontario consultations. Any new consultation from Ontario must be sent to Mario Gros-Louis (mario.groslois@wendake.ca) and Lori-Jeanne Bolduc (lori-jeanne.bolduc@wendake.ca).

For inquiries relating specifically to archaeology (fieldwork planning, monitoring, reports review, etc.), please contact Isabelle Lechasseur (isabelle.lechasseur@wendake.ca), Stéphanie B. Nadeau (stephanieb.nadeau@wendake.ca) and Jean-François Richard (jean-francois.richard@wendake.ca).



NATION HURONNE-WENDAT
Bureau du Nionwentsïo

Lori-Jeanne Bolduc, M. ATDR
Conseillère en aménagement du territoire

255, Place Chef Michel-Laveau
Wendake (Qc) G0A 4V0
Téléphone : 418-843-3767 # 2211
Courriel : lori-jeanne.bolduc@wendake.ca



*Devez-vous vraiment imprimer ce courriel?
Pensons à l'environnement
Do you really need to print this email?
Think to the environment*

Avis sur la protection et la confidentialité des informations

L'information contenue dans ce courriel est confidentielle et protégée en vertu des lois et règlements applicables. Son contenu est réservé au(x) destinataire(s) à qui il est adressé. Il est donc interdit de le diffuser ou d'en dévoiler les intentions. Si vous recevez ce message par erreur, veuillez le détruire et nous en faire part dans les plus brefs délais.

Warning on protection and confidentiality of information

The information contained in this e-mail is confidential and protected in accordance with the applicable laws and regulations. Its content is intended specifically for the recipient(s) to whom it is addressed. It is therefore prohibited to distribute or to disclose the content. If you receive this communication by error, please destroy it and notify us as soon as possible.



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Attachment 4

Stakeholder Input Summary

Innisfil Transportation Master Plan Update Stakeholder Input Summary

The following comments were received throughout the study and during the 30-day review period following the Notice of Completion of the Transportation Master Plan.

Date Received	Source	Comment	Project Team Response
5-Aug-22	Developer	<p>I note that the plan still has a sharrow (bike route) along Glenhaven Beach Rd. and through a walking path that for decades has connected Glenhaven to Crescent Harbour. I refer you to Public Inquiry C2016-3811 where you will find correspondence going back to August 2, 2016. In these notices I repeatedly inform you that Glenhaven Beach Rd is a private road, as is Crescent Harbour. The walking path mentioned also goes over two private properties that the owners have graciously allowed local residents to use.</p> <p>In my correspondence I ask that any future plan not include our road. These plans are made without any consultation with the property owners. Yet, here it is again.</p> <p>Presently governments are losing the confidence of citizens. It is no wonder when errors such as this are repeatedly made.I again ask that Glenhaven Beach Rd be left out of the sharrow plan until proper consultation with the property owner(s) is complete.</p>	<p>The Town of Innisfil Transportation Master Plan serves as a guiding document that will advance the Town's transportation network to 2051. The majority of the active transportation network proposed in the Master Plan are on public lands. There are, however, select instances where network connections are unable to be accommodated within public lands or rights-of-way. Any routes proposed on private lands or along private roadways would require the full and voluntary permission of the landowner. Private property rights remain unaffected and in no way does the Plan condone public access to private lands. At the appropriate time, with guidance from the Plan's implementation schedule, the Town may approach landowners to discuss the potential for creating or formalizing a route or exploring alternatives to what is proposed in the Master Plan.</p>

Date Received	Source	Comment	Project Team Response
5-Aug-22	Council	<p>Just reviewing item C.4. regarding the TMP that council is being asked to approve.</p> <p>I find it concerning that the agricultural needs for transporting equipment on our roads are not considered in the 175 page document.</p> <p>Agriculture is not mentioned in the report and farms only in regard to the farmers' market and in passing that Innisfil is home to them. In talking with local grain producers, it is imperative that the east-west concessions that cross the 400 are built to accommodate large farm equipment as well as a route for the north-south sideroad corridors. Traffic from the estimated thousands of new residents coming to Innisfil will significantly affect our farmers in the town and this issue needs to be considered as part of this plan.</p> <p>The 20th sideroad will be considerably urbanized in the next few decades and conflicts and safety issues are a real concern if our plan doesn't address this. The rural-urban character of Innisfil is part of its charm and for agriculture to function properly, parts of the plan should spell this out.</p> <p>Agriculture equipment widths have increased as the economics of farming has intensified. A width of 15 feet for equipment moving down the roads is common now and the TMP should have verbiage regarding this.</p> <p>We can look at municipalities in southwestern Ontario to see how this is done. Gravel shoulders there are wide enough to accommodate agricultural equipment. This needs to be considered in design prior to construction, not after.</p> <p>This document will be the blueprint for many years and the agricultural community needs to be recognized in it before it is</p>	Addressed

Date Received	Source	Comment	Project Team Response
		passed. I look to staff on ways to incorporate these issues into the plan before it can be passed.	
9-Aug-22	Council	Glad that the consultant has made some recognition of agriculture, but it sure feels like there wasn't much effort to really consider our needs. Quoting PPS policy is easy to do. Where we need commitment is in design of roads. Making reference to SMV sign requirements isn't helpful. We (farmers) know that our equipment must have the SMV.	At the Transportation Master Plan level, accommodation of agricultural equipment can be addressed through the provision of paved shoulders. Specific design heuristics of these facilities can be addressed through design / engineering standards.
23-Jun-22	Developer	<p>We had a chance to take a quick look at the draft TMP. The study appears to be assuming much lower densities for TOC1 and TOC2 compared to what is being design:</p> <p>Our initial development phase (NW-1 and NE-1) has 5822 units which translates to approximately 9,000 people assuming typical condo unit sizes. The full buildout of TOC1 + TOC2 is closer to 100k people. Can you please confirm the land use concept you are working with for the Orbit Community?</p>	<p>We will remove that sentence from the TMP to avoid confusion as the densities/ultimate population of the Orbit is still undergoing change. This sentence does not relate to the analysis of the TMP which uses a more aggregate zonal system for the transportation forecasting/modelling. The transportation modelling assumes a population of approximately 29,000 people in the entire Orbit area by year 2051, which is the TMP's ultimate horizon year.</p> <p>The Orbit Potential and Innovation Plan, which is the coordinated Master Servicing Plan and Secondary Plan, will analyze more refined and updated population numbers and densities up to and beyond 2051. This study is currently underway. Any major differences to land uses by 2051 will be addressed through a TMP addenda. We anticipate these numbers to be finalized within a few months at which point, the study team will</p>

Date Received	Source	Comment	Project Team Response
			<p>make the decision.</p> <p>Additionally, future TMPs, which are usually completed every few years, will assess beyond the 2051 horizon year.</p>
29-Aug-22	Hydro One	<p>If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.</p> <p>In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.</p> <p>Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.</p>	<p>Identification of utility coordination and impacts will be completed at the Class EA process and/or detailed design level for specific projects, notwithstanding that the Town will respond to these concerns during early project stages.</p>
23-Aug-22	Simcoe County	<p>IBR will be transferred to the Town following construction of Phase 1 and CR 21 / 20th Sideroad but there are intersection improvements noted for CR 21 / 20th By-Pass and CR 21 /</p>	<p>Text revised</p>

Date Received	Source	Comment	Project Team Response
		Webster that Innisfil have assumed the County will be responsible for.	
23-Aug-22	Simcoe County	should green line in legend also include "paved shoulders"? Some of the County Roads in this figure have paved shoulders only, not MUTs.	Updated
23-Aug-22	Simcoe County	CR 21 and CR 4 intersection has been reconstructed Should we include which intersections are currently under EA or design? I.e. CR 4 and 4th line is to be reconstructed in 2024	CR 21 / CR 4 removed. Text added to clarify that CR4/4th Line and CR4/9th Line are currently under EA/design
27-Jun-22	MTO	<p>We suggest the following recommendations for the Town's road network planning work:</p> <ul style="list-style-type: none"> § Monitoring key developments and considerations for new types of transportation that could affect road infrastructure requirements. § Evaluating the existing road and digital infrastructure (e.g. 5G networks) required for the deployment of advanced mobility modes. § Developing an approach to prepare the Town's transportation and digital infrastructure and system for the safe deployment of electric (EV), connected, and automated vehicle (CV/AV) technology and increase access to new mobility options. 	<p>The TMP is to be updated periodically to account for new developments, along with its impacts on the Town's road network. The Orbit is a key development within the Town; we note in the TMP that "it is anticipated that improvements beyond the 2051 timeframe be analyzed and identified as new information regarding The Orbit development becomes available."</p> <p>Added in Appendix G: "- Evaluating the existing road and digital infrastructure (e.g., 5G networks) in consideration for and support of advanced sustainable mobility modes.</p> <p>- Developing an approach to prepare the Town's transportation and digital infrastructure and system for the safe deployment of connected, automated and</p>

Date Received	Source	Comment	Project Team Response
			electric vehicle technology and increase access to new mobility options. "
27-Jun-22	MTO	6th Line is missing a marker for a grade separation over the rail corridor. We are not sure if this map is only meant to show new grade separations, but we wanted to point it out just in case. Shouldn't the symbology for 20th sideroad be blue, as a result of the recommendation to widen the road from 2 to 4 lanes?	The map on Slide 13 shows new grade separations only. 20th Sideroad is recommended for widening to 4 lanes between Lockhart Road and Big Bay Point Road, which is shown in blue on the map.
27-Jun-22	MTO	We suggest considering the interests of equity-deserving groups as part of the Active Transportation network planning work in order to identify any gaps that may affect them.	Transportation Equity was explicitly considered in the development of the TMP, as detailed in Appendix F.
27-Jun-22	MTO	Innisfil should consider exploring the availability, convenience and safety of multimodal options for more active transportation infrastructure, including the deployment of e-bikes, bike-sharing services, and e-scooters to promote active transportation for short distances and address commuters' 'last kilometre' needs.	Added to Appendix G: "• Exploring the availability, convenience and safety of multimodal options for more active transportation infrastructure, including the deployment of e-bikes, bike-sharing services, and e-scooters to promote active transportation for short distances and address commuters' last-mile needs. "
27-Jun-22	MTO	We recommend continuous infrastructure that separates micromobility users, including cyclists, from motor vehicles wherever possible. Providing paved shoulders outside of built-up areas, but only shared lanes inside built-up areas may not be sufficient to increase uptake of micromobility and active transportation.	We recognize the importance of providing separation for bicycle facilities, the magnitude of separation is subject to criteria such as AADT and speed as prescribed from OTM Book 18. Connectivity and continuity of AT infrastructure were key considerations in informing AT needs / opportunities to promote the use of active transportation.

Date Received	Source	Comment	Project Team Response
27-Jun-22	MTO	As of now there are plans for dedicated bike lanes and a Secondary Trail north from the Orbit development to the residential community. The possibility of adding a Multi-Use Trail maybe be a good additional option to connect the residential community north of the proposed GO Rail Station location to the station itself.	This opportunity will be further explored as part of the Orbit Master Plan
27-Jun-22	MTO	MTO is concerned about the proposal to modify the use of an active rail underpass (under the 400 highway) to accommodate an active transportation connection to the Trans-Canada Trail, as this could potentially require moving the side track.	Follow-up meetings have been organized to confirm feasibility.
27-Jun-22	MTO	It was not clear if the proposed Lake Simcoe-Adjacent Trail is planned along lakefront. Most lake adjacent properties are privately owned, with woodlots behind them which are often owned by a collective of nearby homeowners in a Home Owners Association framework who would not be incentivized to allow for a trail. MTO wants to flag that this may be expensive and could lead to potential erosion control issues in some areas.	Regarding the Lake Simcoe-Adjacent Trail, any routes proposed on private lands or along private roadways would require the full and voluntary permission of the landowner. Private property rights remain unaffected and in no way does the Plan condone public access to private lands. At the appropriate time, with guidance from the Plan's implementation schedule, the Town may approach landowners to discuss the potential for creating or formalizing a route or exploring alternatives to what is proposed in the Master Plan.
27-Jun-22	MTO	MTO and Metrolinx are very supportive of the Town's ambitious transit objective (Re: 20% mode share) and the desire to move forward ASAP. The proposed routes on Slide 25 look good as	A review of origin-destination (OD) Uber data indicated that the demand to/from Bradford GO station was not as significant compared

Date Received	Source	Comment	Project Team Response
		<p>there are two that connect to the proposed Innisfil GO Rail Station as well as one that connects to Barrie South. Will there also be plans to connect to Bradford GO in the future? Bradford GO station will be the terminus for 15-minute two-way, all-day service and does not have much room for parking expansion, so if there is demand for that service level an additional route south should be explored.</p>	<p>to other OD patterns (i.e., to Barrie GO). Please note that a connection to Bradford GO is also already provided via GO Bus service along Yonge St / CR 4 and a public survey indicated that the majority of transit users would switch to using the future Innisfil GO Station as their main preferred GO access. However, this input is appreciated and this potential connection to Bradford GO can be further assessed as part of the Town's Transit Feasibility Study.</p>
27-Jun-22	MTO	<p>Innisfil should investigate connections to the planned Northeastern Passenger Rail Service.</p>	<p>Thank you, noted. This can be further assessed as part of the Town's Transit Feasibility Study. However, it is noted that this connection will be provided primarily along County Roads.</p>
27-Jun-22	MTO	<p>Innisfil should explore the use of "micro-transit" which is on-demand, dynamically-routed transit services typically using smaller vehicles such as vans instead of conventional buses, supported by an online application. This approach is specifically effective for low-density areas with limited transit service and can significantly improve mobility options for individuals who do not own a vehicle.</p>	<p>Microtransit was explored and documented as part of Appendix G.</p>
27-Jun-22	MTO	<p>As part of "Encouraging first-mile and last-mile connections using AV shuttles or bike share programs", MTO suggests exploring how the availability, design, and proximity of mobility hubs could help facilitate these programs and enhance ease of access for different users. The Plan could include additional activities that support preparing</p>	<p>Added in Appendix G: "• Exploring how the availability, design, and proximity of EcoMobility hubs could help support advanced sustainable mobility programs,</p>

Date Received	Source	Comment	Project Team Response
		for connected and automated vehicles (CV/AVs), and for low carbon vehicles (LCVs), such as: planning and assessing the infrastructure needs and impacts of these vehicles and crafts; testing and integrating these technologies into infrastructure and assets; and supporting the testing and integration of these vehicle technologies in transit, intercommunity transportation, and goods movement.	such as AV shuttles or bike-share programs, and enhance ease of access for different users. ", "- Permit testing and adoptions of AVs in transit, intercommunity transportation and goods movement."
27-Jun-22	MTO	MTO asks that the municipality ensure alignment with the GGH Transportation Plan's Strategic Goods Movement Network (SGMN), as part of it's supportive policies related to 'Goods Movement'. The SGMN, included in Connecting the GGH, identifies a coordinated goods movement network, per APTG. It has been developed to guide municipalities on implementing the provincial policies set out in the PPS and APTG related to planning for employment near major goods movement facilities and corridors, and planning for infrastructure to support growth. The SGMN network provides a framework for municipal consistency and conformity with provincial policy, aligning local goods movement planning across the region. Accordingly, it is requested that the TMP align it's trucking routes with the SGMN as a key aspect of its goods movement work. This includes designating local segments of Highway 400 and Highway 80 for goods movement, given their identification within the SGMN.	Added "It is recommended that the Town's truck network aligns with the Greater Golden Horseshoe (GGH) Transportation Plan's Strategic Goods Movement Network (SGMN). The SGMN has been developed to guide municipalities on implementing the provincial policies related to planning for employment near major goods movement facilities and corridors, and planning for infrastructure to support growth. ". The Highway 89 east-west link is recommended within Cookstown to help facilitate regional travel while recognizing the traffic operation and safety concerns of local residents.
27-Jun-22	MTO	MTO recommends that Innisfil staff study the potential and implications of providing road network alternatives for existing industrial customers of rail service. This would help ensure the availability of a safe, efficient transportation alternative to facilitate the continued movement of the goods by existing industrial users while building network resilience/redundancy in the event of a potential disruption of rail service (i.e. Barrie-Collingwood railway).	Thank you, noted. Although, it is recognized that the County road system plays a key role as alternative goods movement routes.

Date Received	Source	Comment	Project Team Response
		Innisfil is encouraged to study goods movement patterns, routes and needs in the Town, both at present and in the future, and the potential for harnessing advantages of new and emerging technologies and business models such as a focus on electric mobility for 'last kilometre' delivery.	
27-Jun-22	MTO	Innisfil is encouraged to explore the installation of public charging infrastructure.	New and emerging technologies and charging infrastructure are explored in Appendix G.
27-Jun-22	MTO	MTO asks that the TMP be aligned with the recently released Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe [link]. The plan provides a 30-year vision for mobility in the GGH region with new infrastructure, better services and policy directions for all modes of transportation to align ongoing and future investments by the province and other transportation providers. The plan sets out a framework for local transportation planning to support municipalities in coordination and integration of local transportation and land use planning needs with regional infrastructure planning, consistent with Provincial Policy Statement, 2020 direction. Municipalities should work with MTO to incorporate the policies, services and infrastructure set out in the 2051 vision for mobility in updating their official plan and transportation plans.	Reference to the GGH Plan is provided in Section 3.3.3.
27-Jun-22	MTO	Has the Town assessed the impacts of future growth on MTO highways? Will the Town co-ordinate provision of, and funding for, any highway improvements required to accommodate future development?	The operational needs of Highway 400 as an inter-regional facility supporting Provincially mandated growth was not within the scope of this TMP assignment. This TMP incorporated the recommendations of the GGH Plan related to provincial facilities.

Date Received	Source	Comment	Project Team Response
27-Jun-22	MTO	I did not see any mention of Mobility Orbit impacts on Highway 400. Is the Town assuming that an IC at Line 6 would look after associated highway impacts?	This will be reviewed through the Orbit Master Plan. In addition, please note that Orbit was approved by the Minister of Municipal Affairs and Housing through an MZO and assessed as part of GGH.
27-Jun-22	MTO	Is the Town protecting for 6-lane 6th Line over Hwy 400?	A 6-lane widening is not considered within the horizon year of this study. The demand for it would be above and beyond the County's growth allocation. It is recommended that the 6th Line EA be updated to address operational concerns and impacts of the Orbit, as more information becomes available.
27-Jun-22	MTO	Metrolinx would like to be part of future discussions/TAC meetings on their TMP update. Can you please add Janna Flaming Janna.Flaming@metrolinx.com, Nick Day Nicholas.Day@metrolinx.com and Evan Brazeau Evan.Brazeau@metrolinx.com on your list for future meetings?	Please note that the following contacts from Metrolinx were included in the consultation of the TMP: Jason Ryan - jason.ryan@gotransit.com Philippe Bellon - philippe.bellon@metrolinx.com Metrolinx will be involved in any future Class EAs affectign Metrolinx facilities and direct interests that result from the recommendations of the TMP
27-Jun-22	MTO	In developing and later implementing this TMP, Innisfil staff should consult MTO's Transit-Supportive Guidelines and Freight-Supportive Guidelines. o Transit-Supportive Guidelines (MTO, 2012). These guidelines help urban planners, transit planners, developers and others	Thank you, noted. Both guidelines were considered in the development of this TMP.

Date Received	Source	Comment	Project Team Response
		<p>working in communities of all sizes, in creating an environment that is supportive of public transit and developing services and programs to promote transit ridership.</p> <ul style="list-style-type: none"> o Freight-Supportive Guidelines (MTO, 2016). These guidelines help municipalities better understand and plan for the vehicles that transport goods through their communities. In addition, they provide direction on how to best plan the available land, design sites and manage municipal transportation networks, to keep communities financially stable and competitive. 	
30-Sep-22	Simcoe Muskoka Health Unit	<p>To further strengthen the importance of active transportation, SMDHU recommends listing the hierarchy of road users in a way that consistently gives a higher level of priority to active transportation as a priority travel option. Therefore, SMDHU recommends that the executive summary opening sentence reads as "...address existing and future pedestrian, cycling, transit and vehicle needs within Innisfil." Listing transportation options in this order will put the most vulnerable road users at the forefront of the TMP, particularly for the vulnerable population who cannot afford some modes of transportation.</p>	Addressed through the vision and development of the TMP
30-Sep-22	Simcoe Muskoka Health Unit	<p>SMDHU notes that reference is made to The Centre for Sustainable Transportation and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2022. Both of these documents refer to modes of transportation as choices. SMDHU notes that the mode of transportation is often not a choice for vulnerable populations. Some may be able to only use transit as their primary transportation option and some may only be able to use active transportation, as they do not have enough money to afford transit. For these individuals it is not a choice. To better reflect an equitable approach, we recommend that the word "choice" be</p>	Thank you, acknowledged.

Date Received	Source	Comment	Project Team Response
		replaced with “possibility” wherever it is used in this manner within the TMP.	
30-Sep-22	Simcoe Muskoka Health Unit	<p>SMDHU notes that the TMP plan also considers the needs and the opportunities of infrastructure, services, and funding of other levels of government to provide the following transportation system element; Provincial Highways; County and Town roads; Inter-municipal and local transit; On-demand and local transit; Cycling, pedestrian, and multi-purpose active transportation routes; Railroads and goods movement infrastructure. SMDHU recommends listing the hierarchy of road users in a way that consistently gives a higher level of priority to active transportation as a priority travel option. Listing the needs and opportunities in this order will put the most vulnerable transportation users at the forefront of the TMP. SMDHU recommends that the list of statements reads:</p> <ul style="list-style-type: none"> • Pedestrian, cycling and multi-purpose active transportation routes • On-demand and local transit • Inter-municipal and local transit • County and Town roads • Railroads and good movement infrastructure • Provincial Highways 	Addressed through the vision and development of the TMP
30-Sep-22	Simcoe Muskoka Health Unit	SMDHU commends the Town of Innisfil on their TMP Vision Statement. To strengthen this statement and further recognize the importance of active transportation, SMDHU recommends that the TMP Vision reads as follows: “Innisfil’s transportation system connects people and communities, fosters healthy living through support of active transportation, and operates innovatively and	Thank you, acknowledged. We agree active transportation is of paramount importance. This was the statement that guided the development of the TMP early on in the process and incorporated stakeholder input.

Date Received	Source	Comment	Project Team Response
		efficiently across the Town as an environmentally and financially sustainable, resilient system ready for the future.”	
30-Sep-22	Simcoe Muskoka Health Unit	<p>Related to Table 4-3: Previously Planned Road Projects, SMDHU notes the recommendation to widen the 6th and 7th Lines from 2 to 4 lanes and 2 to 3 lanes respectively as these roads are needed to accommodate new growth and the provide access to key destinations within the Town. It is recognized that managing traffic may mean the reduction of congestion through lane additions and road-widening. Caution should be taken if using these traffic management strategies as this may be contrary to long-term planning and best practices in terms of future growth, and the underlying principles of the Provincial Policy Statement as they apply to density targets, building of complete communities, working towards sustainability, public transit, and improved health and well-being. Long term planning must de-emphasize automobile use for both health and environmental reasons, as co-lateral costs may overshadow any increased traffic flow efficiency. Further, research shows that lane-additions and road-widening leads to an increase in mean-speed. Mean speed, in turn, is inversely related to reaction time, and the survivability of any collision, involving any type of transport. While additional lanes add capacity for vehicles, consideration must be given to the safety needs of pedestrian and cyclist traffic. Lane additions create delay/hazards for crossing for all pedestrians and cyclists, and especially the most vulnerable. It is noted that both the 6th and 7th Lines have a multi- use trail as planned active transportation improvements and SMDHU commends the Town for this.</p>	Thank you, acknowledged.

Date Received	Source	Comment	Project Team Response
30-Sep-22	Simcoe Muskoka Health Unit	<p>Also outlined in Table 4-4: Proposed Road Improvements is the 14th Line from the Town Limits to County Road 27 (King Street South) is planned for road reconstruction in 2041. The intersection of Hwy 89 (Queen Street) and County Road 27 (King Street) within Cookstown is currently experiencing high volumes of traffic. Anecdotally and from observation, we know that many school children are driven to the local school as parents/guardians do not feel that this intersection is safe for their children to walk or wheel through on their way to school. Additionally, representatives from Town Council and South Simcoe Police Services were invited to a recent meeting initiated by residents of Cookstown where they expressed their concerns related to the high volumes of traffic (including transport and heavy trucks) and how this impacts pedestrian safety. SMDHU recommends considering prioritizing the reconstruction of the 14th line to a timeframe earlier than 2041 thus re- directing some traffic from this intersection onto the 14th Line.</p>	<p>Thank you, acknowledged. The reconstruction of 14th Line is required on a structural perspective and to align with 14th Line improvements in New Tecumseth. The Highway 89 East-West link plays an important role in addressing the safety concerns within Cookstown.</p>
30-Sep-22	Simcoe Muskoka Health Unit	<p>SMDHU notes that the TMP supports the Highway 89 East-West link south of Cookstown as a project with the Ministry of Transportation (MTO) to address safety concerns at the intersection of Highway 89 and County Road 27 and to facilitate future traffic growth. Building new roads has the potential to disrupt habitats, waterways, agricultural land, and natural heritage. Managing traffic through communities may also positively impact the public perception of safety and support/improve residents to make active transportation choice.</p>	<p>Thank you, acknowledged.</p>
30-Sep-22	Simcoe Muskoka Health Unit	<p>SMDHU commends the Town of Innisfil, through the point of interest analysis, on the identification of missing links between several public facilities and active transportation infrastructures.</p>	<p>Thank you, acknowledged. We recognize that active transportation benefits are wide-reaching and have considered the</p>

Date Received	Source	Comment	Project Team Response
		<p>Ensuring access to these public facilities where residents can meet, connect, and congregate for social interaction will aid in sustaining the well-being of all residents.</p> <p>SMDHU notes that access to food and food related services (i.e., community gardens, grocery stores and farmers' markets) has not been identified as a key element in the review of Active Transportation Needs and Opportunities, with the exception of noting that limited pedestrian connections are provided within the Innisfil municipal civic campus, which includes the farmers' market. Although the review of identifying missing active transportation links to food and services could be implied within the "public facilities" term, SMDHU recommends that the Town clearly identifies whether a review of active transportation options to food and food related services was completed. If it has not been completed, SMDHU recommends that such a review be undertaken. SMDHU notes that ensuring residents have the option to access food and food related services within their community will increase access to healthy foods for all residents in an equitable way. People are more likely to meet their nutrition needs when healthy, affordable, and safe food sources are within easy reach. Households that lack income and access to transportation are affected more than others. Municipalities can ensure there are safe and convenient pedestrian, cycle and transit connections between neighbourhoods and food destinations.</p>	<p>Transportation Research Board (TRB) NCHRP Report 552 - Guidelines for Analysis of Investments in Bicycle Facilities in our assessment of transportation needs and opportunities although not all benefits have been explicitly stated. Access to food and food-related services can also be further assessed as part of economic development.</p>
30-Sep-22	Simcoe Muskoka Health Unit	<p>SMDHU commends the Town of Innisfil for their consideration of a lake-adjacent trail around Lake Simcoe and recommends that this becomes a higher priority for consideration. This would provide residents employed in surrounding communities in York Region and Simcoe County an active transportation network to</p>	<p>Thank you, acknowledged. We note that the lake-adjacent concept will require a multi-jurisdictional initiative</p>

Date Received	Source	Comment	Project Team Response
		get to and from work and may help to address the traffic congestion issue.	
30-Sep-22	Simcoe Muskoka Health Unit	SMDHU commends the Town of Innisfil for identifying and prioritizing sidewalk infrastructure to improve connectivity. As outlined in Table 5-4: Potential Sidewalk Improvements, SMDHU commends the Town of Innisfil for identifying the need for a sidewalk on the north side of Joseph St 80 m west of 25th Sideroad to support students walking or wheeling to Goodfellow Public School. As this is the only higher priority school zone area identified, was there consideration given to other sidewalks in school zones to promote and support active school travel? As an example, was there consideration for a sidewalk along George St. South and Garibaldi St. in Cookstown both of which enter/exit the Cookstown Thornton Trans Canada Trail that leads to /from the Cookstown Central Public School? Sidewalks on these streets would support students to access the trail along their route to school in a safer and more convenient way.	We recognize the importance of providing sidewalk connections leading to trail entrances. This has been included a sidewalk prioritization criteria in Appendix L. Sidewalks along Garibaldi St and George St have been included in the recommendations.
30-Sep-22	Simcoe Muskoka Health Unit	SMDHU notes that achieving a higher non-auto mode split, is dependent in part on the implementation of the future Innisfil GO rail station. This will support improved connectivity to surrounding municipalities and the Greater Toronto Area (GTA) which will enhance employment and social connectivity.	Thank you, acknowledged.
30-Sep-22	Simcoe Muskoka Health Unit	SMDHU commends the Town of Innisfil for exploring the Bike Share Service (making available free bicycles) to help increase the micromobility mode share within the Town and provide further active transportation options. Additionally, would there be consideration for a service available to support the purchase of helmets for those that may face financial constraints?	Thank you, acknowledged. Funding can be considered at the implementation stage

Date Received	Source	Comment	Project Team Response
30-Sep-22	Simcoe Muskoka Health Unit	<p>SMDHU notes that the word “should” is used within some of the active transportation network recommendations. This policy language is more focused on management and implementing principles with some inherent interpretive flexibility. Therefore, to strengthen the recommendations, SMDHU recommends editing the word “should” to “will” as this identifies mandatory requirements with little room for interpretive flexibility. As examples, SMDHU recommends that the following statements read:</p> <p>“Missing links will be identified in a network to identify and address continuity gaps.” and</p> <p>“Connectivity to proposed active transportation facilities between settlement areas and hamlets will be considered in establishing an integrated active transportation network.”</p>	Addressed
30-Sep-22	Simcoe Muskoka Health Unit	<p>SMDHU commends the Town of Innisfil on their plan to investigate additional carpool lots to decrease the number of vehicles on the roadways. Planning for bicycle parking and lockers at this location will encourage cycling to these lots.</p>	This will be assessed as part of the Town's Parking Management Strategy.
30-Sep-22	Simcoe Muskoka Health Unit	<p>To support the Town in their monitoring of the impacts that the infrastructure investments are making in relation to the desired benefits to ensure they are aligned with the vision, SMDHU recommends completing an analysis, such as a Health Equity Impact Assessment or a similar type of analysis. This type of analysis will identify and rectify any potential unintended impacts to vulnerable/disadvantaged/underserved populations such as people living on a low/fixed income, the elderly, the very young, newcomers to the region, marginalized populations, people with special mobility needs or those who do not drive. Through an equity lens, this analysis will ensure that funding and resources</p>	Thank you, acknowledged. Town staff would be interested in the progress of this Health Equity Impact Assessment initiative

Date Received	Source	Comment	Project Team Response
		are allocated in a fair and equitable way, which will also take into consideration the diverse needs/impacts to all users, particularly those who are facing disparities.	
7-Oct-22	MTO	MTO has the rail bridge under Hwy 400, just north of Innisfil Beach Road, being replaced as part of our contract to replace the bridge at Hwy 400 and Innisfil Beach Road. We aren't aware of continuing discussions about this structure, aside from an initial discussion in March 2022.	Follow-up meetings have been organized to confirm feasibility.
7-Oct-22	MTO	The Simcoe Area Multi-Modal Transportation Strategy Needs Assessment was never finalized and has been superseded by MTO's GGH Transportation Plan. "Section 3.3.4 Simcoe Area Multi-Modal Transportation Strategy Needs Assessment" should be removed, and replaced with a section on Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (see above).	Addressed. Section removed. Reference to GGH Plan is provided in Section 3.3.3
7-Oct-22	MTO	<p>Please connect with Nick Day Nicholas.Day@metrolinx.com, Janna Flaming Janna.Flaming@metrolinx.com, and Evan Brazeau Evan.Brazeau@metrolinx.com from Metrolinx for support in revising the following sections:</p> <ul style="list-style-type: none"> o Content in "Section 3.3.3 Regional Transportation Plan, 2018" is not accurate with respect to timing and Metrolinx's role with respect to the RTP. It appears there may be some confusion here between the Metrolinx RTP and the MTO GGH Transportation Plan, noted above. o Content in "Section 6.4.1 Metrolinx/GO Transit Planning Improvements" is not accurate with respect to the "RER" terminology as well as the fact there are no plans for upgraded "two-way and all-day rail services" along the entire line. 	Section 3.3.3 and Section 3.3.4 has been updated to reference the GGH Plan and Metrolinx Regional Plan, respectively. Metrolinx were contacted to confirm the contents of Section 6.2.1 and Section 6.4.1. Their comments have been incorporated in the final TMP.

Date Received	Source	Comment	Project Team Response
		o Likewise “Section 6.2.1 Metrolinx GO Transit” should also be confirmed with Metrolinx.	
7-Oct-22	Developer	<p>In particular, we are objecting to any new Right of Way or Road being proposed which would impact our developable areas of lands municipally addressed as 2182 20th Side Road, Innisfil ON, L9S 4J8.</p> <p>We wish to work cooperatively with the Town of course and your consultants in the near future but cannot accept a Road bisecting our lands and again, we hope you are willing to wait a thorough review from our Traffic Engineer, which we will make available ASAP.</p>	<p>No extension will be provided, and the commenting period has closed. We will respond further in regards to the 20th grade separation project which was carried forward from the previous 2018 version of the Transportation Master Plan Update.</p> <p>In recommending road realignments, the Transportation Master Plan addresses the first two phases of the Environmental Assessment (EA) process (i.e., Problem or Opportunity and Alternative Solution); however, this varies based on the type of facility, lanes along the facility and configuration design. The project would also have to seek approval through Schedule C of the EA process, which involves a more detailed assessment of implications. Typically, the EA study following this TMP will re-confirm Phase 1 and Phase 2.</p> <p>Phase 3 will assess various design concepts including the alignment, its feasibility, and impacts to property, environment, natural heritage, etc. This process also contains more extensive consultation, including property owners who may be impacted and affected by the design concepts.</p>

Date Received	Source	Comment	Project Team Response
			The studies for the grade separations are anticipated to begin in 2024.
25-Nov-22	Developer Representative	<p>Further to our letter of March 1, 2022 regarding the 2021 Transportation Master Plan (TMP) Open House 2 and subsequent council approval of the TMP, we wish to reiterate our clients' concerns regarding the following road system improvements:</p> <ul style="list-style-type: none"> ▪ the realignment of 20 Sideroad both north and south of Innisfil Beach Road; ▪ the extension of Benson Street to 20 Sideroad; and ▪ the provision of grade separations/overpasses of the rail crossings at both the realigned 20 Sideroad and Innisfil Beach Road. <p>As previously noted, our clients plan to develop 2182 20 Sideroad (The Gateway Place), which is bounded by Innisfil Beach Road to the south, 20 Sideroad to the east and the railway (GO Transit) to the west. The noted TMP road improvements have the potential to bisect the subject lands and thus reduce the development potential. It is acknowledged that the noted improvements as illustrated in the TMP are conceptual only at this point and will be subject to further studies (eg. Schedule C Class EAs), during which time different alignments and configurations, potential impacts to abutting lands, etc. will be appropriately considered with additional opportunity for public and stakeholder comments. To ensure opportunity for appropriate consideration in their development process and collaboration with the Town to achieve a solution to the satisfaction and benefit of all parties, our clients request the following:</p> <ul style="list-style-type: none"> ▪ confirmation of the timing of such future studies (the TMP notes it for the 2031 horizon); ▪ to be added to the stakeholder list for when these studies commence; and ▪ to be provided any preliminary AutoCad or GIS files (or similar) 	<p>We will respond further in regards to the 20th grade separation project which was carried forward from the previous 2018 version of the Transportation Master Plan Update.</p> <p>In recommending road realignments, the Transportation Master Plan addresses the first two phases of the Environmental Assessment (EA) process (i.e., Problem or Opportunity and Alternative Solution); however, this varies based on the type of facility, lanes along the facility and configuration design. The project would also have to seek approval through Schedule C of the EA process, which involves a more detailed assessment of implications. Typically, the EA study following this TMP will re-confirm Phase 1 and Phase 2.</p> <p>Phase 3 will assess various design concepts including the alignment, its feasibility, and impacts to property, environment, natural heritage, etc. This process also contains more extensive consultation, including property owners who may be impacted and affected by the design concepts.</p> <p>The studies for the grade separations are anticipated to begin in 2024.</p>

Date Received	Source	Comment	Project Team Response
		<p>that have been prepared with respect to the realignment of 20 Sideroad such that the potential footprint can be considered further in context of the subject lands and development concepts. Once again, we appreciate the opportunity to provide comment and look forward to receipt of the requested information (please ensure any information provided is also copied to Joe Pandolfo and Joseph Falvo at the emails listed below).</p>	