



Appendix C  
Public Consultation  
Materials





## **Town of Innisfil Transportation Master Plan Study**

### **NOTICE OF STUDY COMMENCEMENT**

The Town of Innisfil has initiated the Transportation Master Plan (TMP) Study. This Plan will guide the development of the Town's long-term transportation network in compliance with the provincial Policy Statement, Simcoe County Official Plan, and Town of Innisfil Official Plan. The study also reflects the Town's desire to develop a sustainable transportation system with a strong focus on active transportation and protection for future transit opportunities.

This notice signals the commencement of the TMP Study. This study will be carried out through an open public process in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process (MEA, October 2000 as amended in 2007) which is an approved process under the Environmental Assessment Act. The TMP study will be carried out in two stages:

- ❖ Stage 1 will assess the current state of the transportation system and identify short term and quick implementation solutions; and
- ❖ Stage 2 will identify the transportation infrastructure needs and timing to accommodate planned growth in the Town and will provide input for the Development Charges By-law and Official Plan updates.

A key component of the study will be consultation with stakeholders, regulatory agencies and the general public. Anyone with an interest in this study has the opportunity to get involved and provide input. One Public Information Centre (PIC) will be held during the study to present findings and receive public input. A Notice providing the time and location of the PIC will be published in local newspapers.

If you require additional information, would like to be placed on the project mailing list, or if you represent an agency, organization, ratepayers group, or special interest group and would like to be added to the study contact list, please contact one of the individuals below:

Amber Parnell, BSc., C.E.T.  
Project Manager  
Town of Innisfil  
2101 Innisfil Beach Rd.  
Innisfil, ON L9S 1A1  
Phone: 705-436-3740 ext. 3234  
Email: [aparnell@innisfil.ca](mailto:aparnell@innisfil.ca)

Carl Wong, P.Eng.  
Consultant Project Manager  
HDR  
100 York Boulevard, Suite 300  
Richmond Hill, ON L4B 1J8  
Phone: 905-882-4100 ext. 5234  
Email: [carl.wong@hdrinc.com](mailto:carl.wong@hdrinc.com)





## **Town of Innisfil Transportation Master Plan Study**

### **NOTICE OF PUBLIC OPEN HOUSE #1**

The Town of Innisfil has initiated a Transportation Master Plan (TMP) Study. It will assist the Town in planning an affordable network of roads, sidewalks, and trails.

A goal is to provide sustainable travel choices – walking and cycling. The plan will also respond to the needs of residents and businesses, protect the environment, and support the economy.

This study follows the Municipal Class Environmental Assessment (EA) public process. We encourage everyone to get involved. Two Public Open House Meetings will be held. You are invited to attend the first Public Open House on:

**Date: Monday, September 24, 2012**

**Time: 5:00 to 8:00 PM**

**Location: Town Hall Community Rooms,  
2101 Innisfil Beach Road, Innisfil, Ontario L9S 1A1**

The Open House materials will be posted on the study website at [www.innisfiltmp.ca](http://www.innisfiltmp.ca) on September 25, 2012. We invite you to forward comments by October 2<sup>nd</sup>, 2012. Also let us know if you want to be added to our mailing list.

Amber Parnell, BSc., C.E.T.  
Project Manager  
Town of Innisfil  
2101 Innisfil Beach Rd.  
Innisfil, ON L9S 1A1  
Phone: 705-436-3740 ext. 3234  
Email: [aparnell@innisfil.ca](mailto:aparnell@innisfil.ca)

Carl Wong, P.Eng.  
Consultant Project Manager  
HDR  
100 York Boulevard, Suite 300  
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Phone: 905-882-4100 ext. 5234  
Email: [carl.wong@hdrinc.com](mailto:carl.wong@hdrinc.com)



**Welcome to the**

**Public Open  
House #1**

**for the**

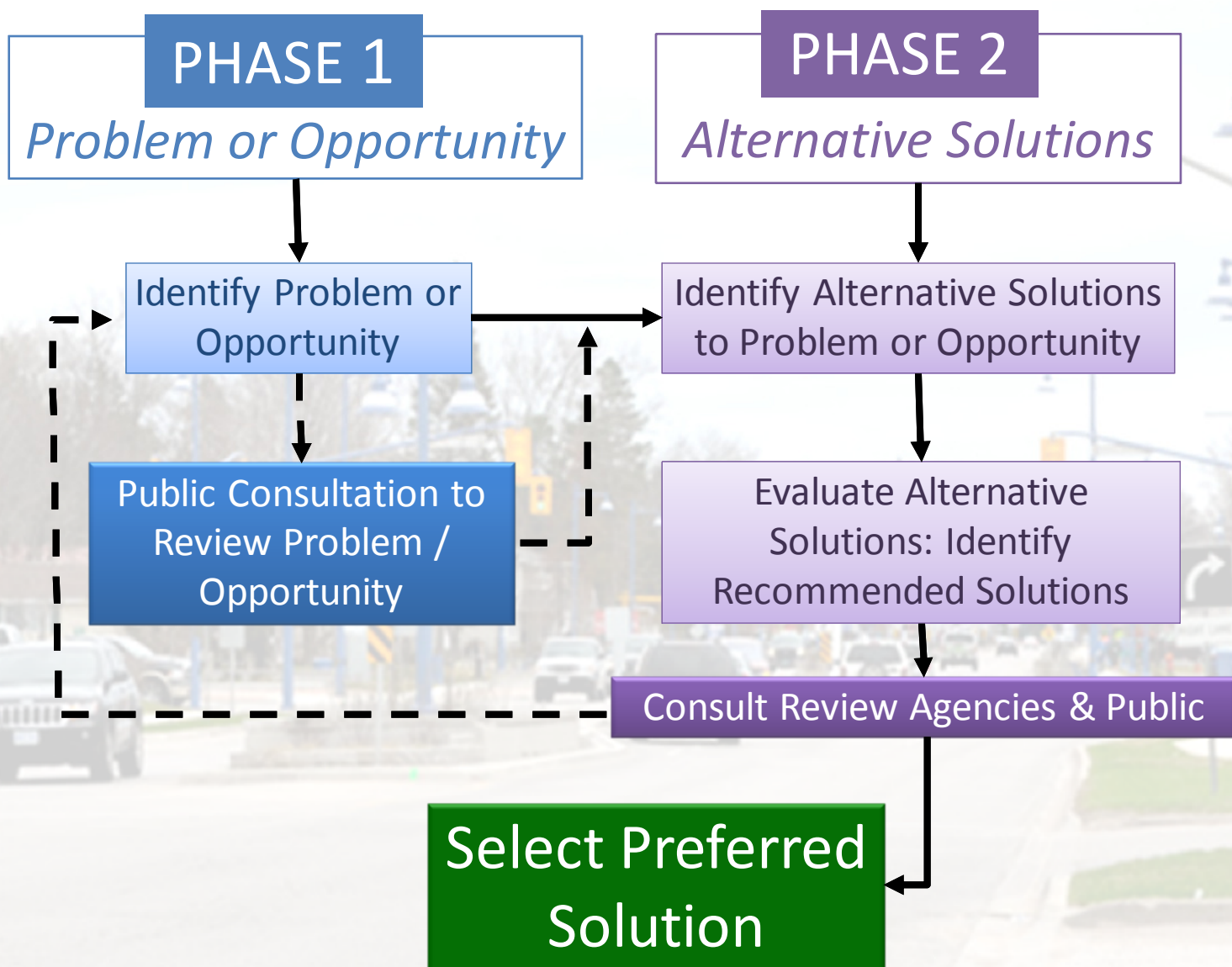
**Town of Innisfil  
Transportation  
Master Plan Study**

**September 24, 2012**

# What is a Transportation Master Plan (TMP)?

- Long term (20 year), town-wide plan;
- Planning for drivers, pedestrians, cyclists and transit users;
- Provides input to the Official Plan;
- Will allow the Town to make informed decisions on transportation issues affecting the community; and
- Follows Phase 1 and 2 of the *Municipal Class Environmental Assessment Process*.

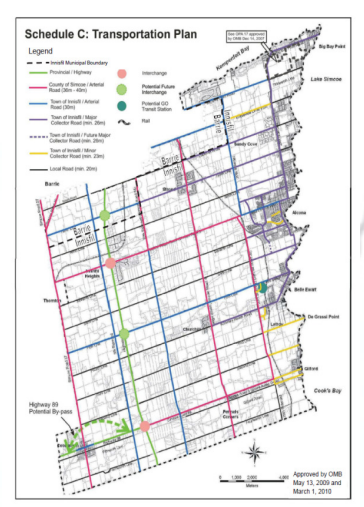
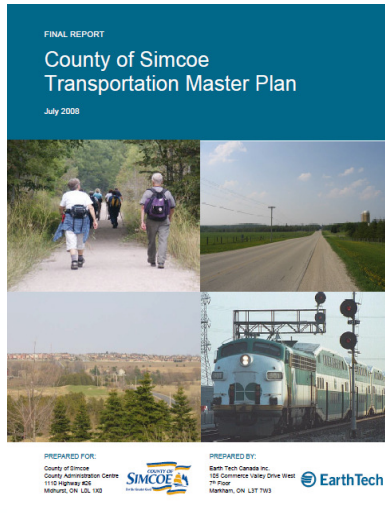
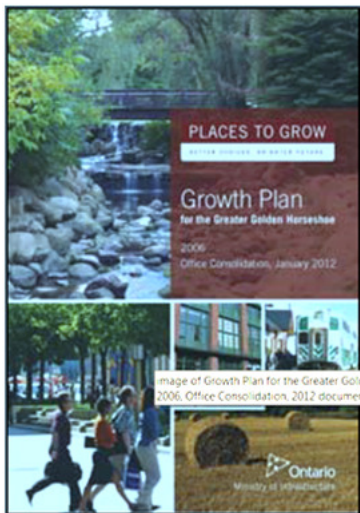
## TMP planning process





## A TMP builds on other studies:

- Provincial Growth Plan;
- County of Simcoe TMP;
- County of Simcoe Official Plan;
- Inspiring Innisfil 2020;
- Innisfil Official Plan;
- Alcona North & South Secondary Plan; and
- Innisfil Heights Secondary Plan.

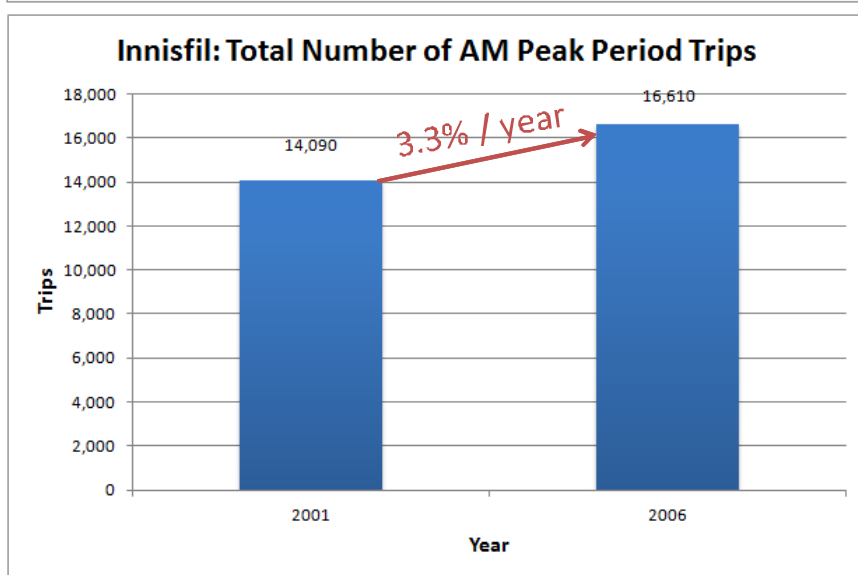
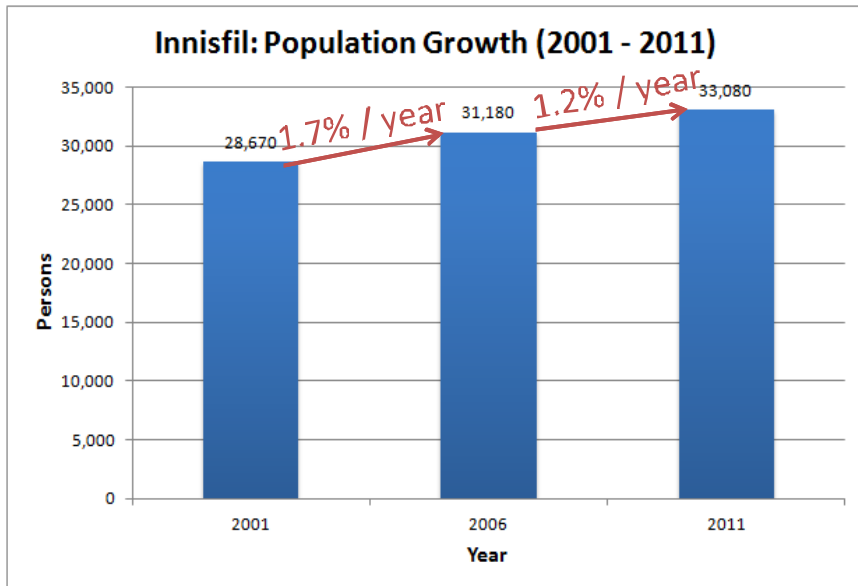


## Key Issues for the Innisfil TMP:

- Existing and Future Transportation Needs and Opportunities;
- Transit for Innisfil;
- Traffic Operations Review;
- Traffic Policies and Manuals;
- Pedestrian & Cycling Network Plan; and
- Financial Planning and Input to the Town's Development Charges Program.



## Innisfil is growing...



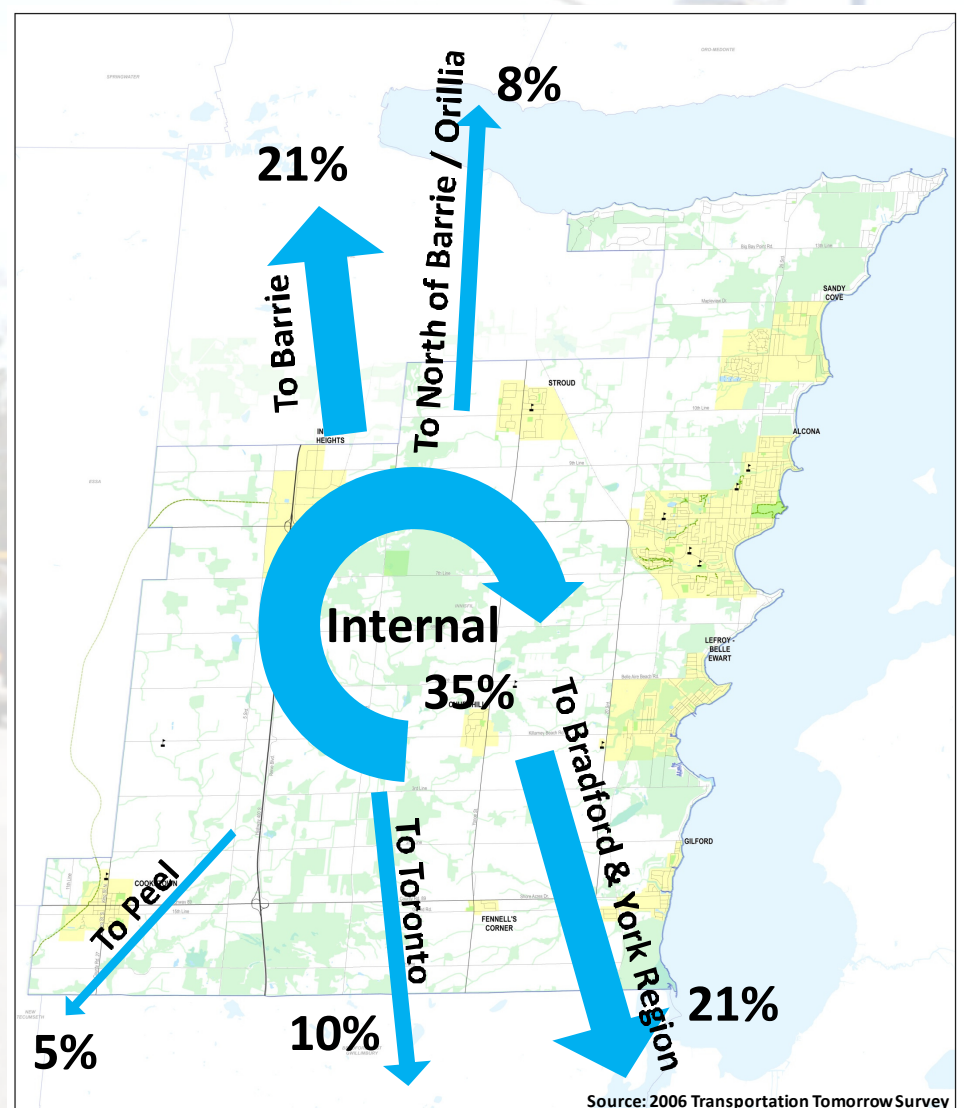
- Innisfil's population has grown steadily since 2001

- Morning rush hour travel has increased at a faster pace than population growth

## Most Innisfil Residents travel outside of the Town

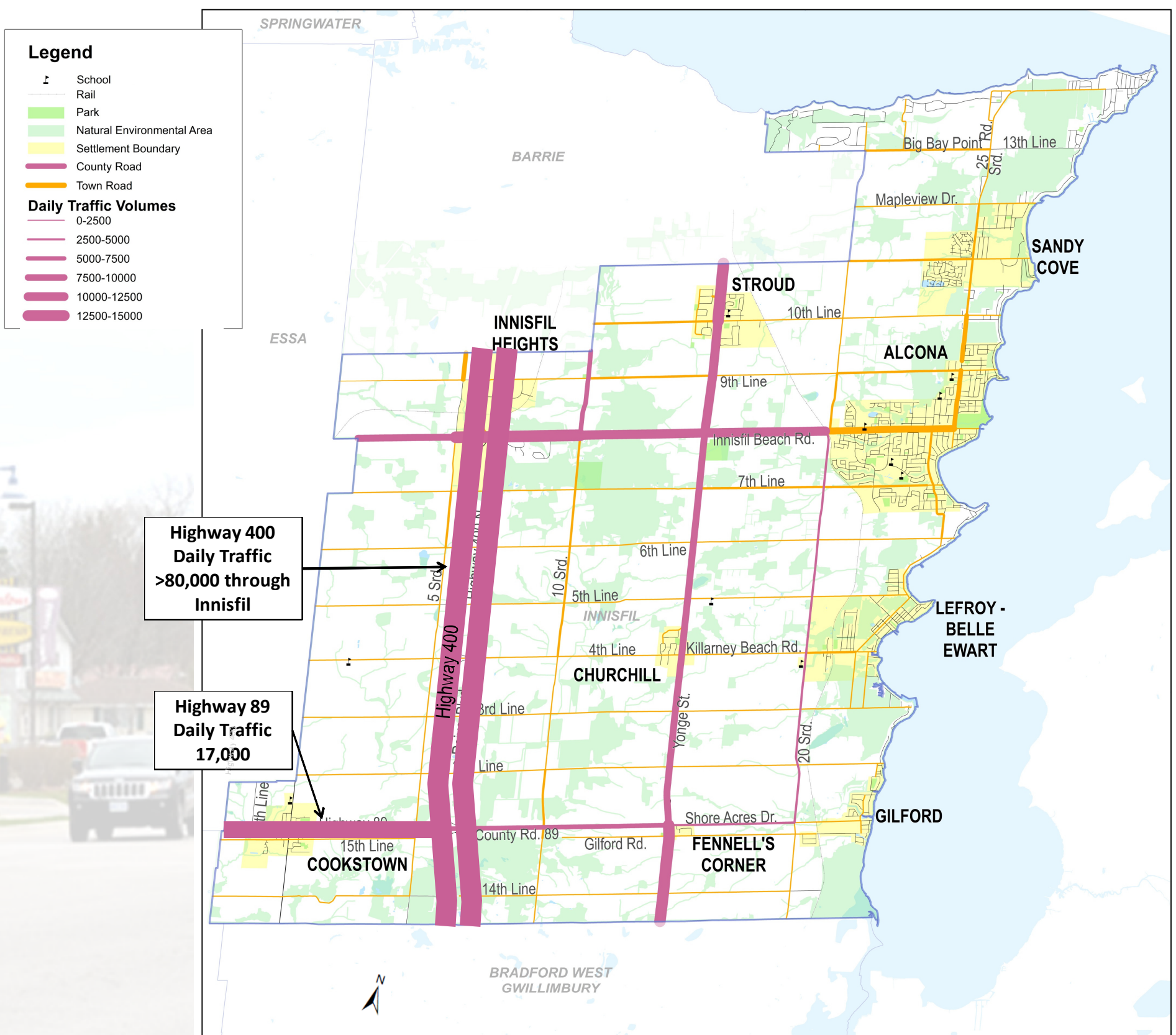
In the morning rush hour:

- 35% live and work within Innisfil
- 29% travel to Barrie & Orillia
- 36% travel to GTA



# Traffic volumes are increasing...

- Yonge Street is a major north-south route:
  - Provides an alternative to Highway 400
  - Busiest at the north and south ends of the Town
- Innisfil Beach Road is a major east-west route:
  - Connects Hwy 400 with Yonge Street and the urban areas along Lake Simcoe / Cook's Bay
  - Busy through Alcona during rush hour
- 33% of traffic on County and Town roads are “through-trips” that do not begin or end in Innisfil





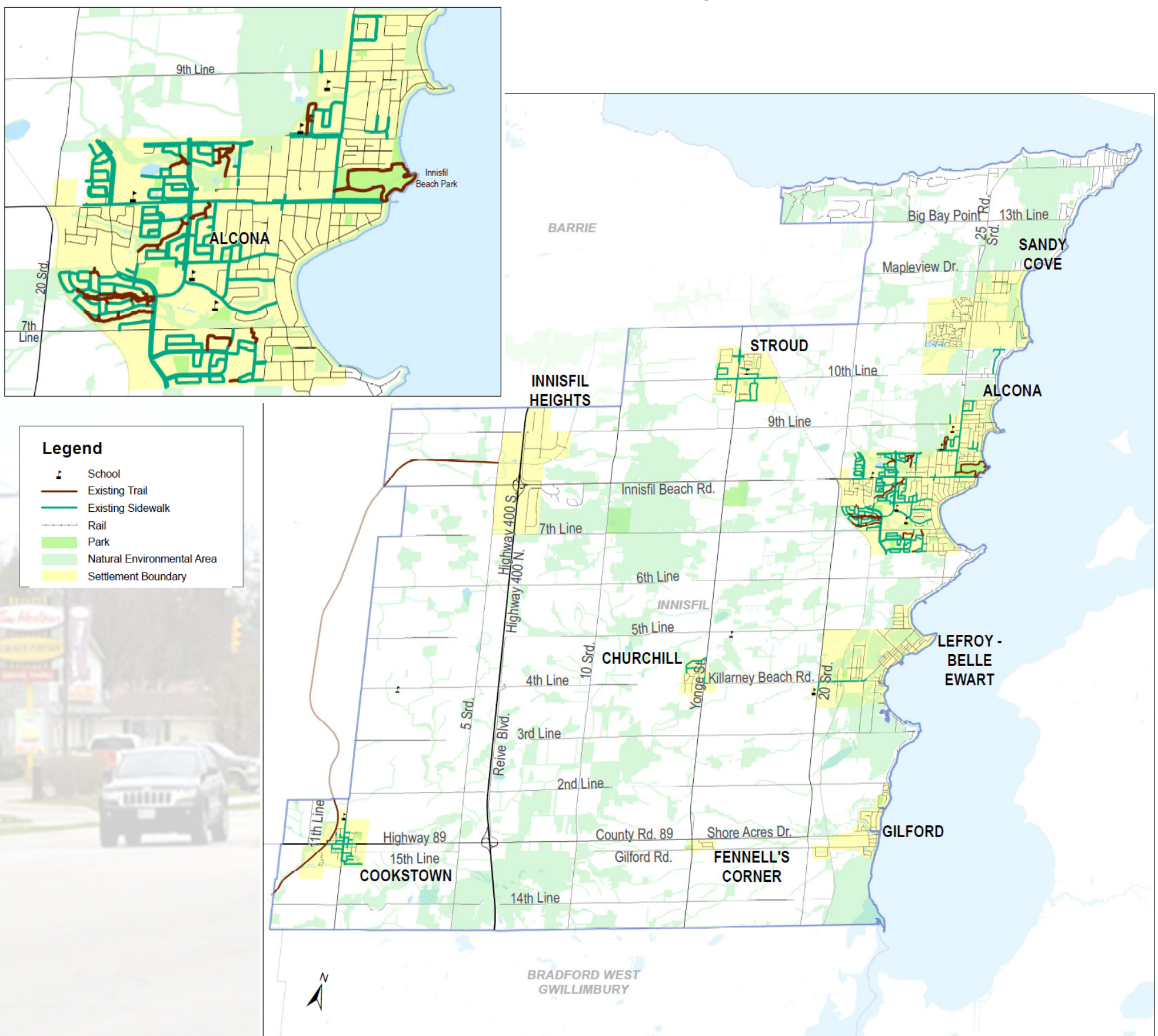
# Existing Sidewalks and Trails

## Sidewalks

- Many neighbourhoods require sidewalks
- Limited sidewalks in Alcona

## Trails

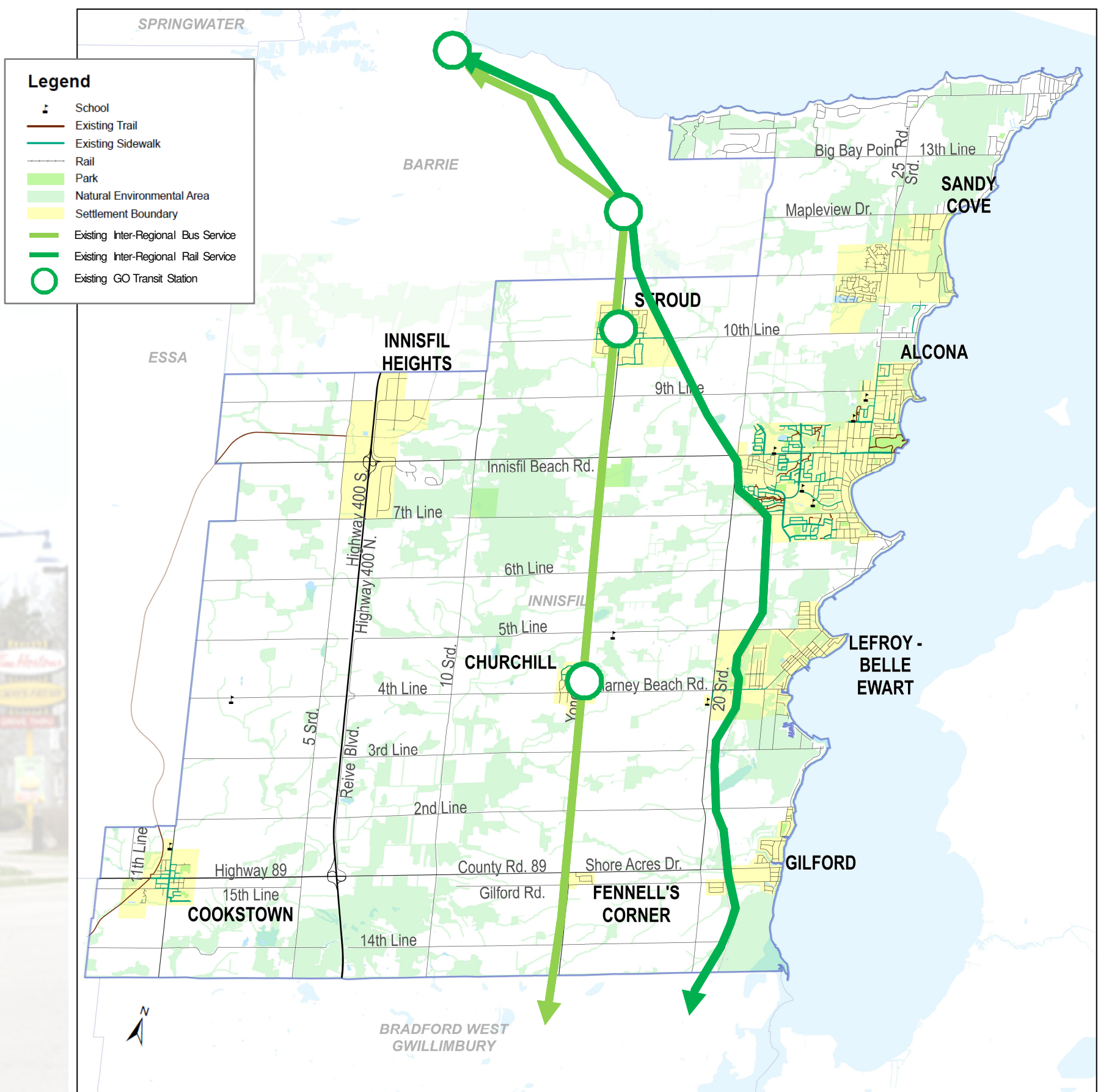
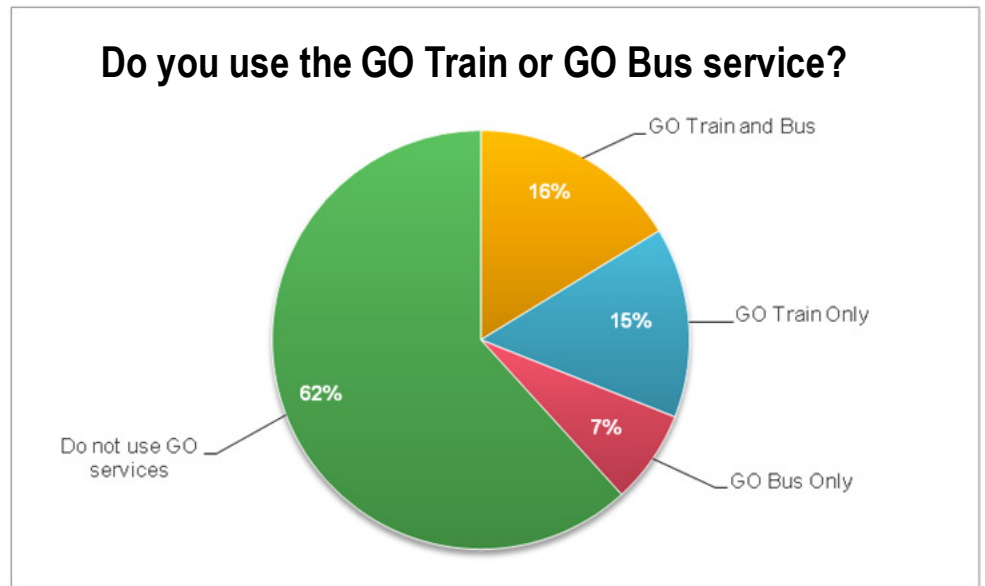
- Thornton-Cookstown Trail runs along the west side of the Town, connecting Cookstown with Innisfil Heights
- Limited trails in Alcona
- Need for a continuous, connected system





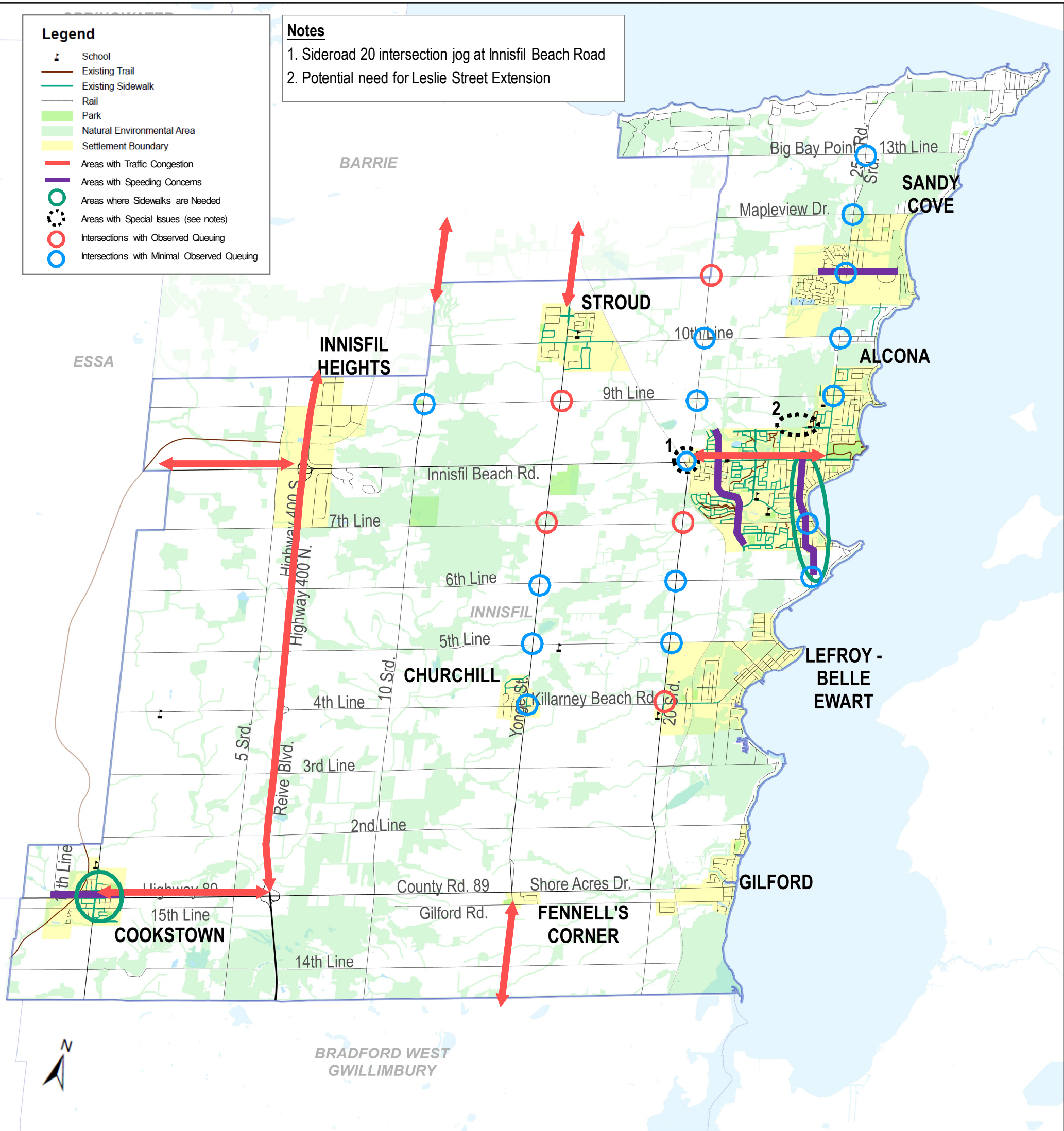
## Existing Transit

- 38% use GO train or bus service today
- 81% of users travel to GO train stations in Barrie or Bradford





# Existing Transportation Issues



**Any other issues? Please feel free to fill out the comment form and send it to us!**



# Review of Traffic Policies and Manuals

- As part of the TMP, we will also be reviewing the need for “Made in Innisfil” policies to address the following:

- All Way Stop Control



- Speed Limits (Rural and Urban)



- Community Safety Zones



- Parking



- Traffic Calming





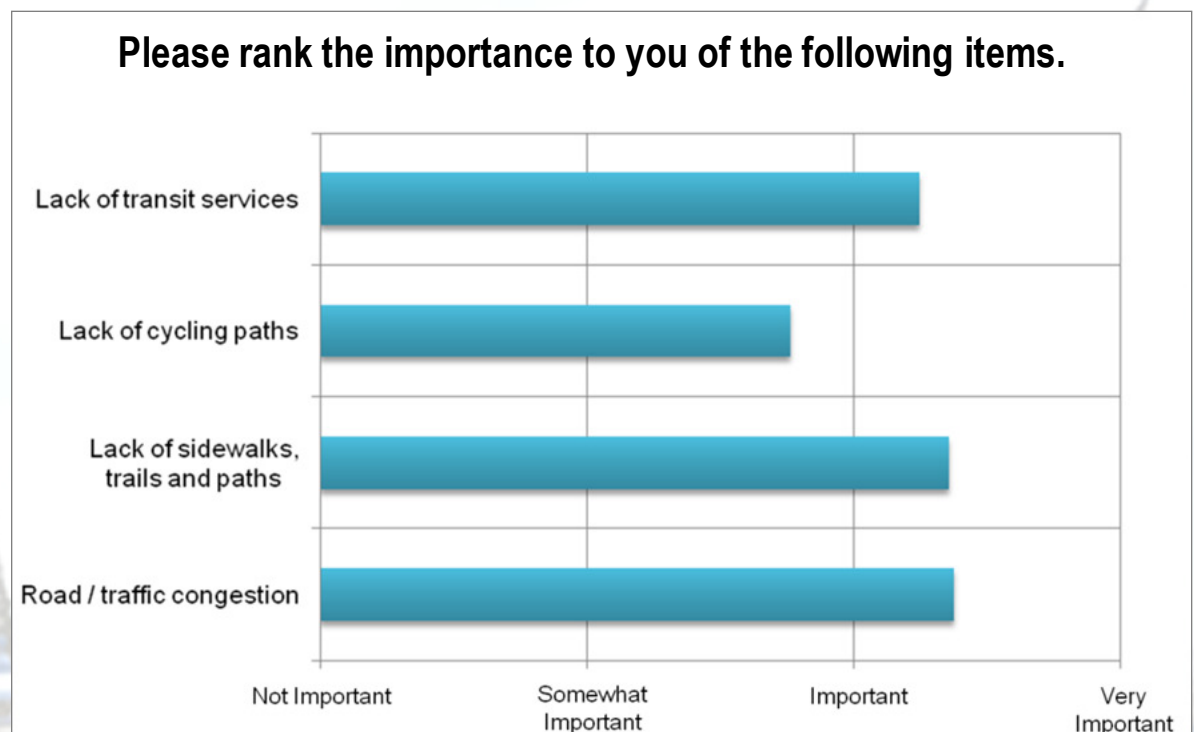
# Transportation Master Plan On-Line Questionnaire Results

- An online and paper-based survey conducted June 22 – September 2012
- 12 questions
- 519 responses by Sept. 17, 2012
- Accessible via project’s website at [www.innisfilTMP.ca](http://www.innisfilTMP.ca) and Town’s website

## What are the Key Transportation Issues?

### Most important

- **Lack of trails and sidewalks;**
  - Road safety surrounding schools;
- **Traffic congestion; and**
- **Lack of transit services.**

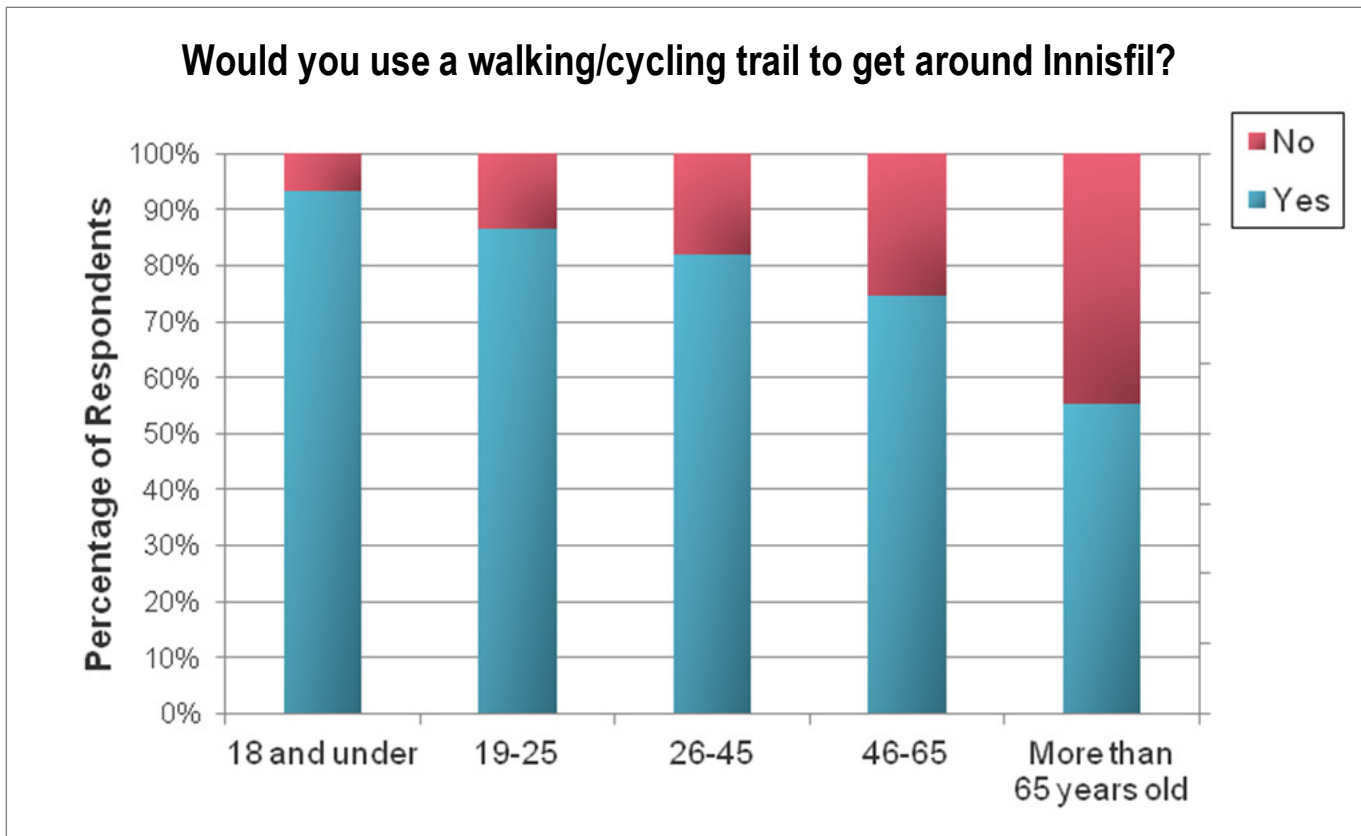


### Important

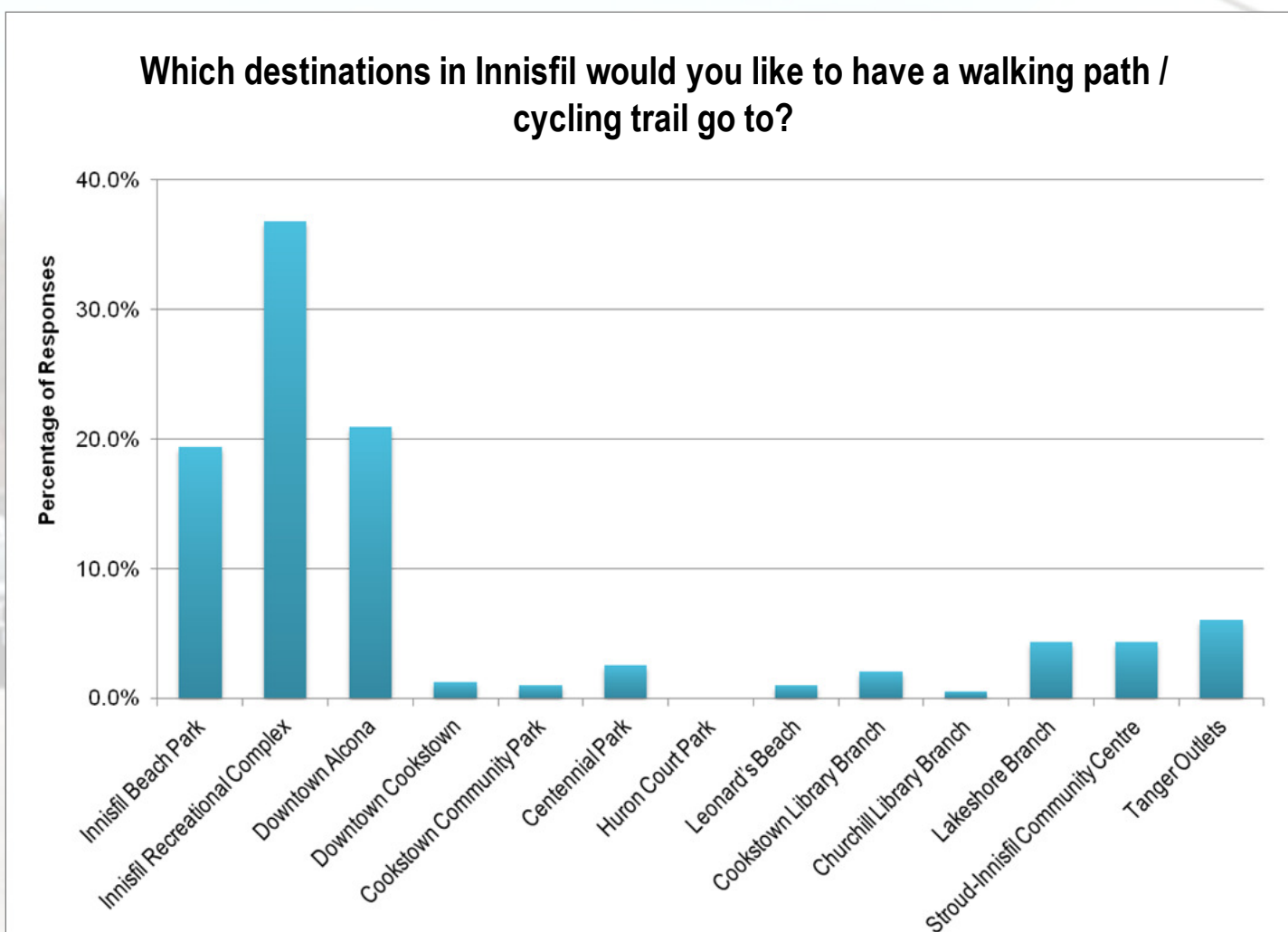
- **Lack of cycling paths;**
- Traffic cutting through residential streets;
- Speeding;
- Road maintenance; and
- Pavement markings and signage.

# Active Transportation

- Most residents are willing to walk and cycle more



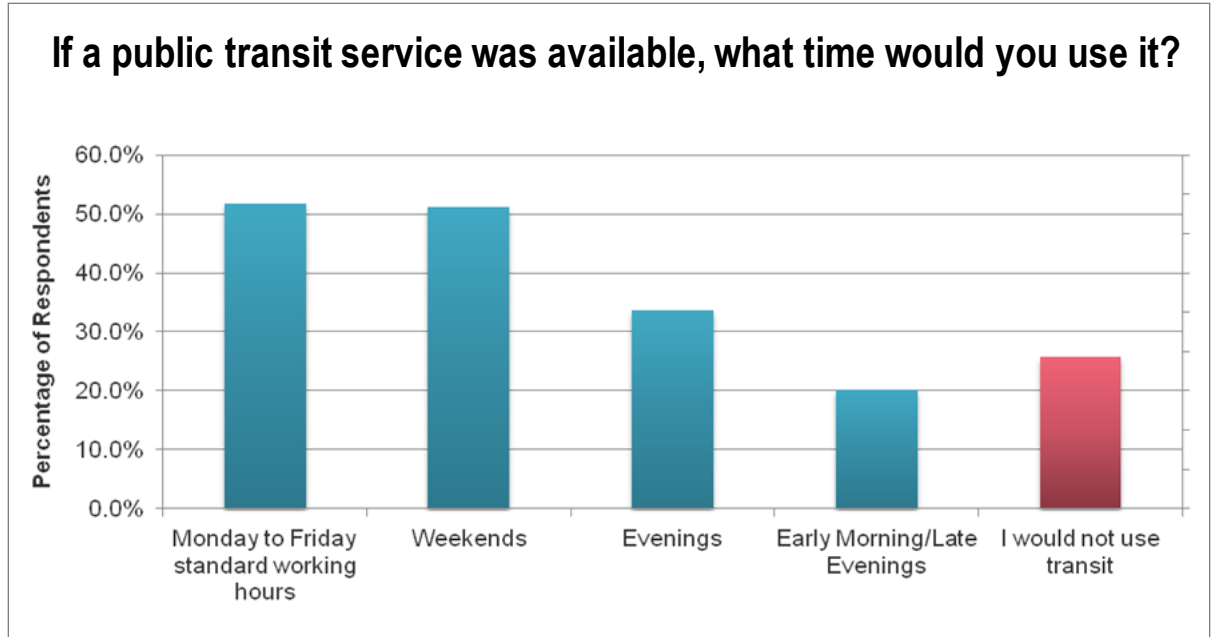
- Strong desire for better access to the Innisfil Recreational Complex, Innisfil Beach Park, and Downtown Alcona by bicycle



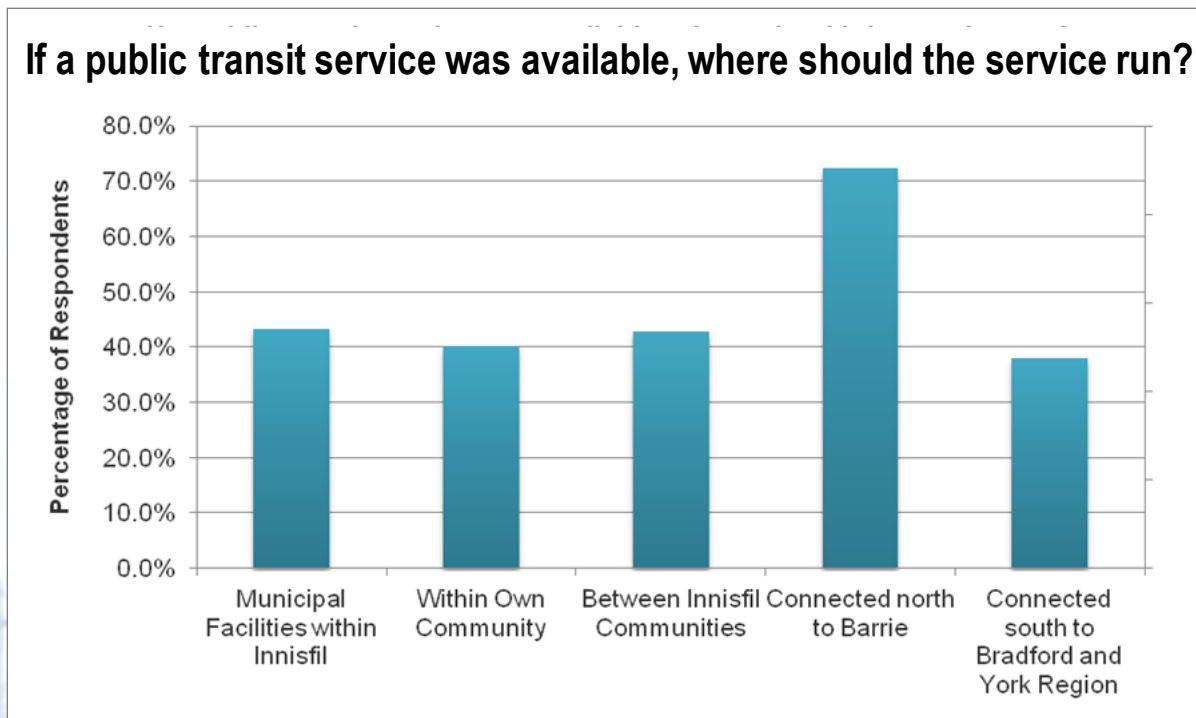
# Transit

## Local Transit for Innisfil?

- 75% of respondents support public transit
- There is a desire for all-day service

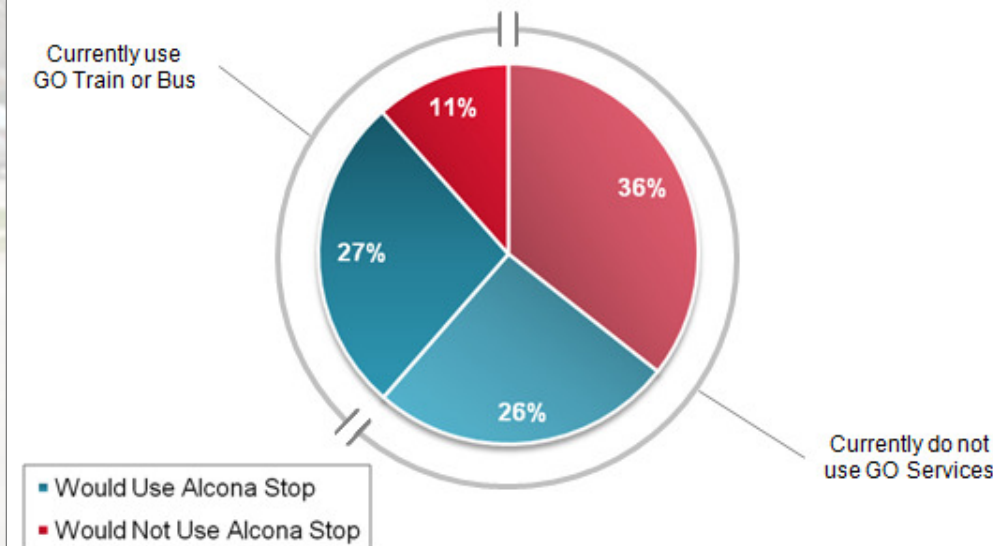


## Where should a potential transit service run?



- Respondents indicate a strong desire for transit connection to Barrie (over 70% of respondents)

**If the GO Transit bus service made an additional stop into Alcona, would you use the service?**



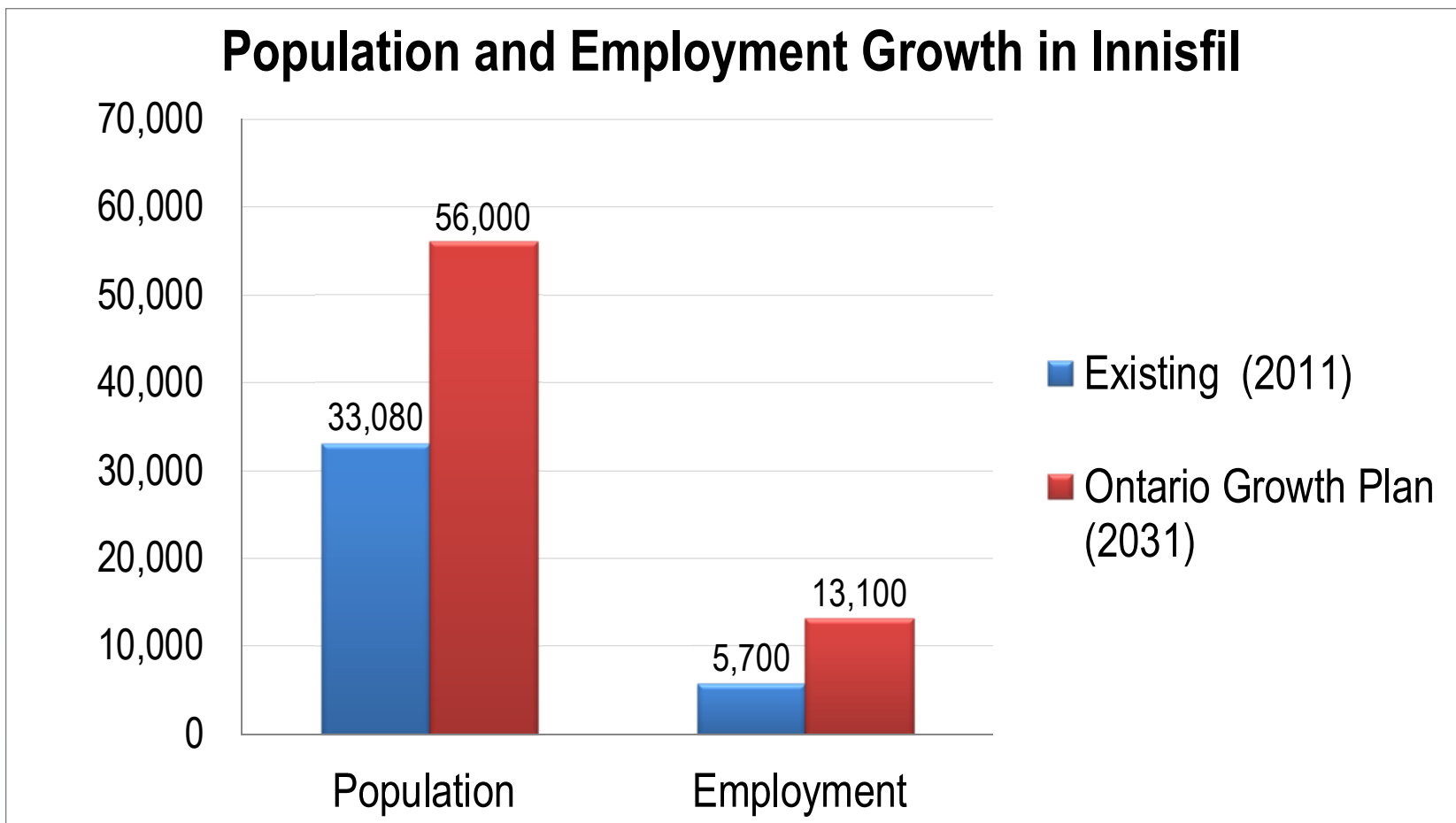
## Would you use a GO bus if it stopped in Alcona?

- 53% YES
- 70% of users support the Alcona stop



## Future Growth in Innisfil

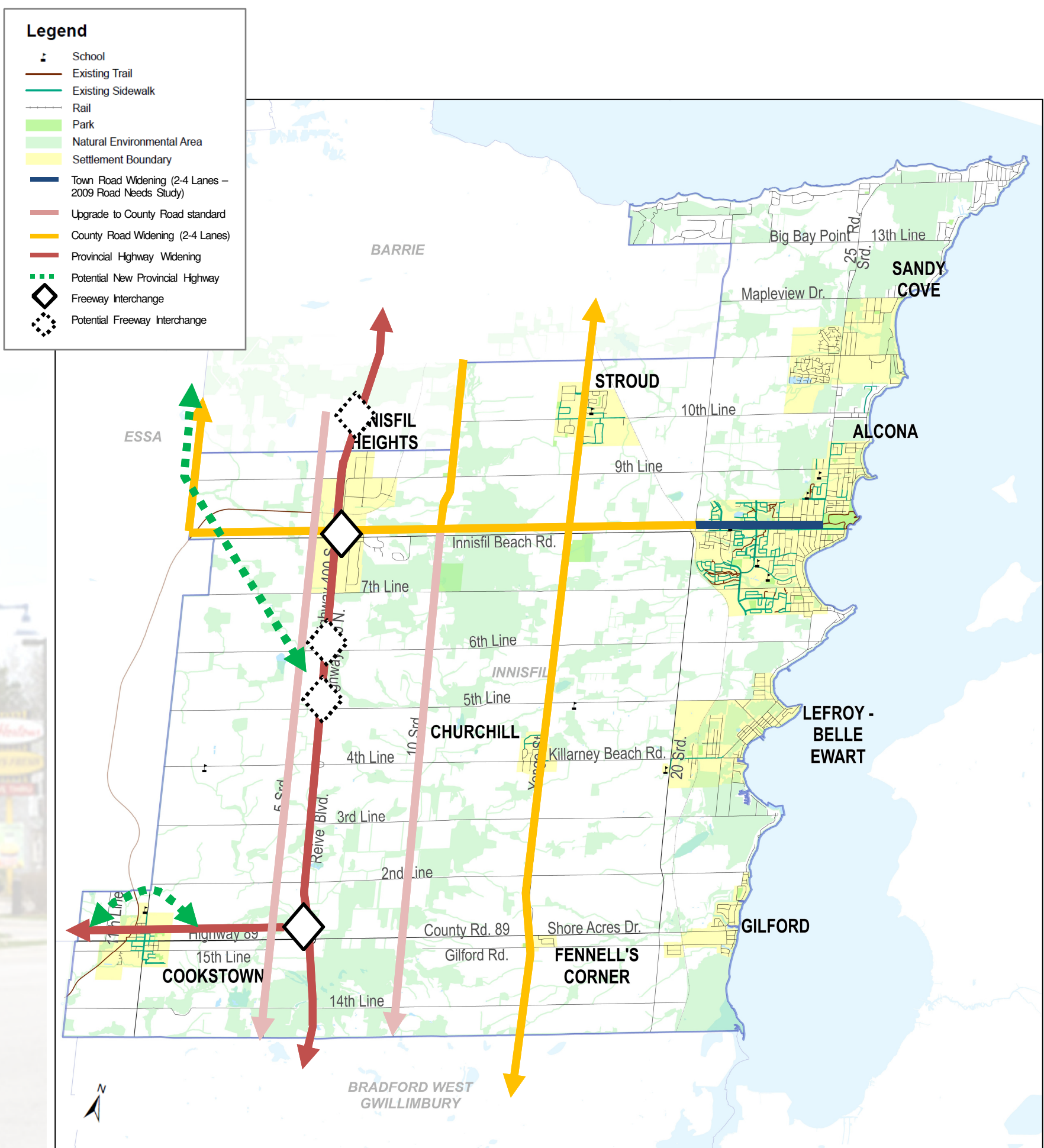
- According to the Provincial Growth Plan, an additional 23,000 persons and 7,600 jobs are expected by 2031 in the Town of Innisfil



- As a comparison, Simcoe County, including Barrie and Orillia, will grow by 275,000 persons and 100,000 jobs

# Planned Road Network

- Town roads may need improvements to support provincial, county, and Town growth plans
- This study will determine whether additional improvements are required

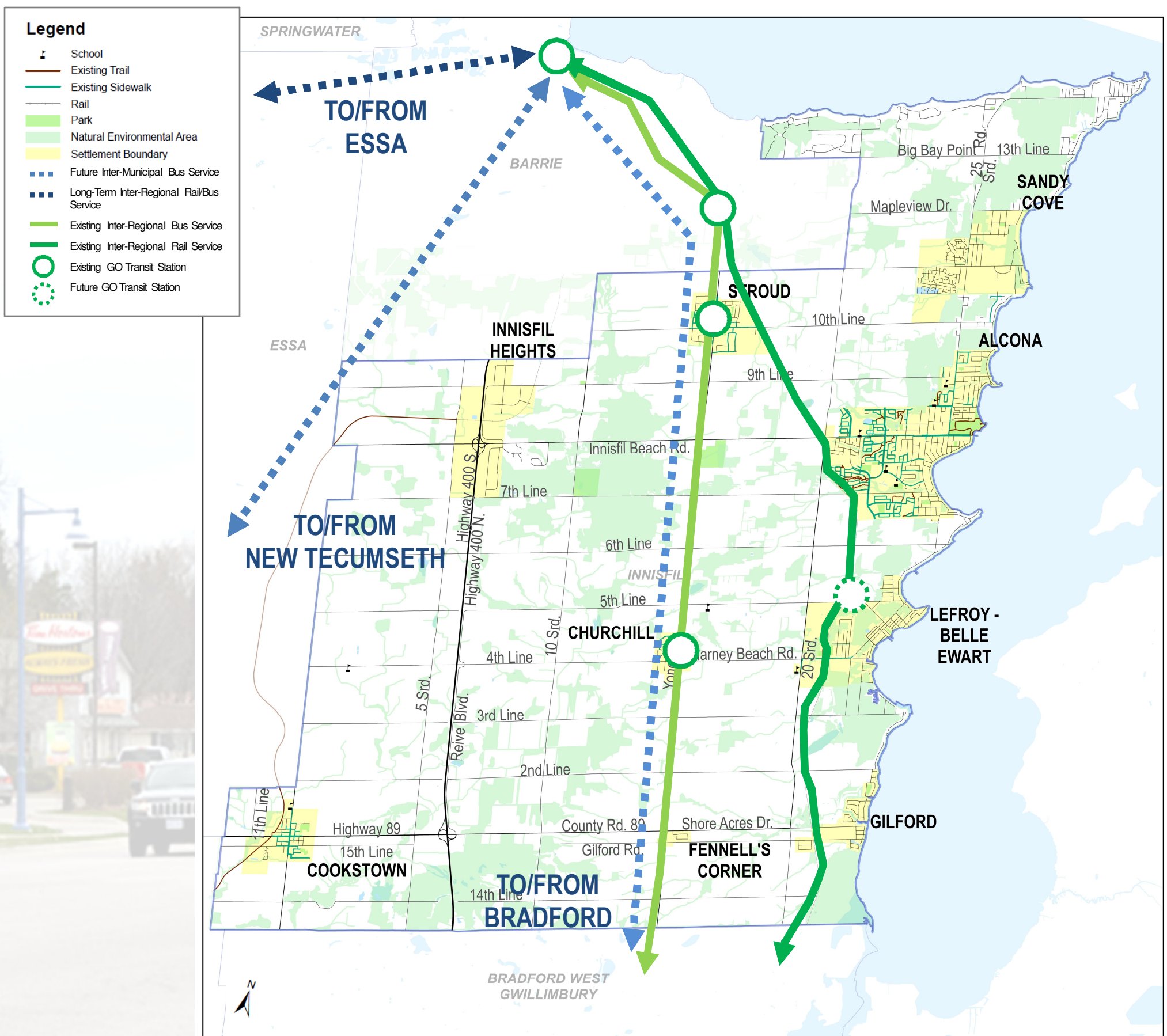




# Future Planned Transit Service Improvements

## GO / Metrolinx plans will help serve Innisfil's Transit Needs

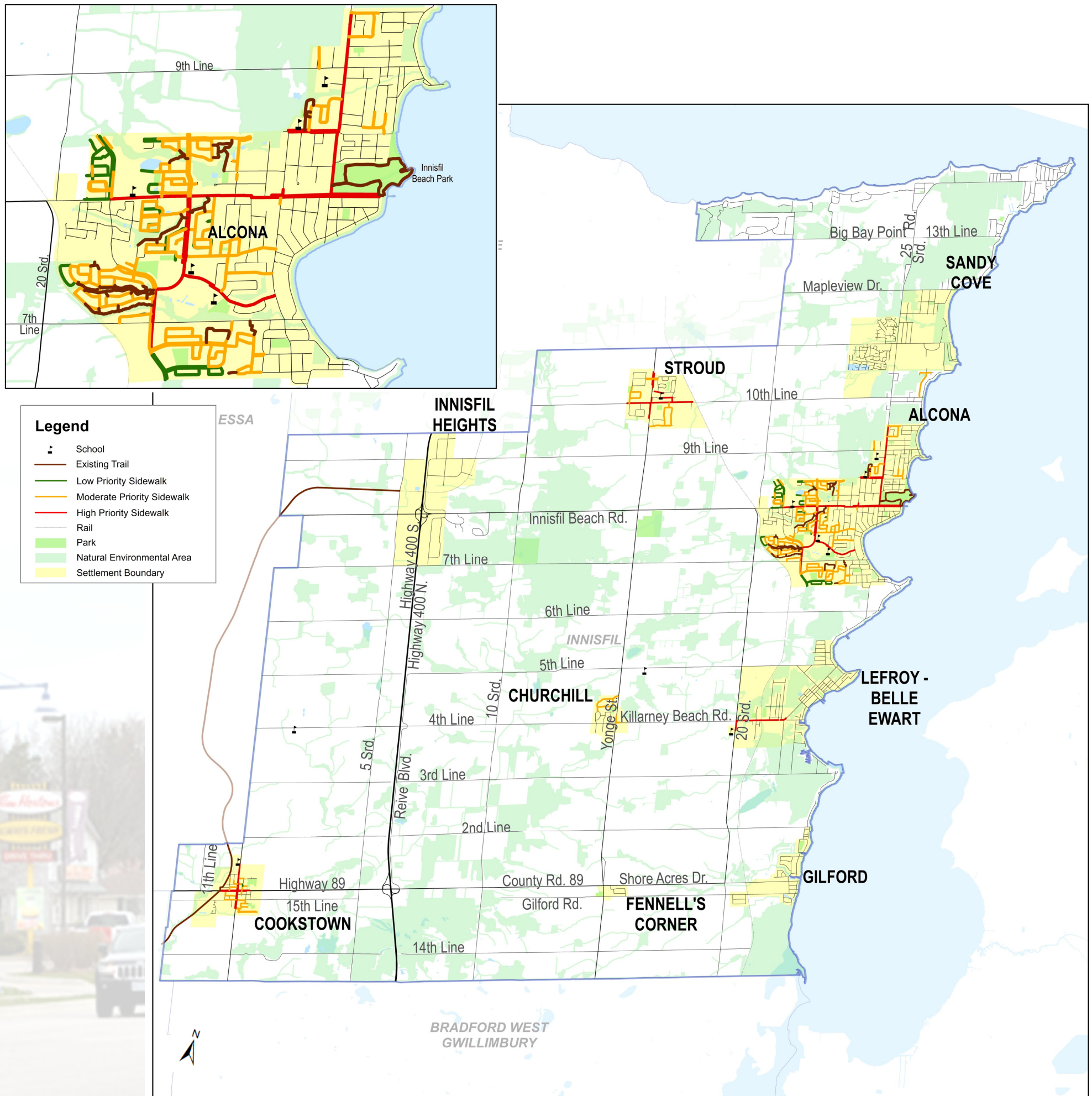
- Potential Alcona/Lefroy GO Transit Station at Belle Aire Beach Road
- New inter-municipal bus service
- Improved GO service frequencies
- Opportunity for the Town to build on these plans





# Sidewalk Priority Program

- Innisfil's 2009 Road Needs Study identified a priority program for sidewalk improvements
- Existing sidewalks and trails only
- Opportunity to build on this work to add new sidewalks and trails



***Any other suggestions? Please feel free to fill out the comment form and send it to us!***

## **Problem Statement**

### **Today:**

- **Almost all travel is made by car**
  - Traffic has grown steadily by 2-4% per year over the past 10 years resulting in traffic congestion during peak periods; and
  - Only 35% of all Innisfil trips stay within Innisfil.
- **There needs to be a greater emphasis on cycling, walking and transit**
  - Innisfil residents want more transit service, and may be open to the idea of their own transit system;
  - Innisfil residents must travel to Barrie or Bradford to use GO;
  - Residential neighbourhoods have inadequate sidewalk networks; and
  - The cycling and trails network needs more trails, improved trails, and better connections.

### **By 2031:**

- **People and jobs in Town are expected to double**
  - Without a balanced transportation strategy to handle the growth in travel, Innisfil residents will face town-wide traffic congestion and will not be able to attain its vision and goals.
- **The Town needs a plan to support Provincial Growth plans and County plans**



## **A Transportation Vision for Innisfil**

**We want to define a transportation vision for Innisfil. The below are three sample vision statements for your consideration.**

**Which one do you feel best defines what you want Innisfil's transportation future?**

1. Innisfil has a safe, sustainable, and efficient multi-modal transportation system that provides for the mobility and accessibility of people, goods and services.
2. By 2031, Innisfil's transportation network connects people and communities, fostering healthy living and operating efficiently across the Town as an environmentally and financially sustainable system.
3. Innisfil's transportation network provides the safe and efficient movement of people and goods, enhances economic vitality, and improves the quality of life for the people that live and visit our Town.

***Want to write your own? Please feel free to fill out the comment form and send it to us!***

## Moving Forward...



## Contact us!

### Project Manager

**Amber Parnell, BSc., C.E.T.**

Town of Innisfil

2101 Innisfil Beach Road

Innisfil, ON L9S 1A1

Phone: 705-436-3740 x 3234

Email: [aparnell@innisfil.ca](mailto:aparnell@innisfil.ca)

### Consultant Project Manager

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Visit our website at: <http://www.innisfiltmp.ca>

*Thank you!*

Your input is very valuable to us.

Comments and suggestions are greatly appreciated,  
and will be accepted until October 1, 2012.





**Town of Innisfil  
Transportation Master Plan Study  
Public Open House No. 1  
September 24, 2012**

**Comments / Questionnaire**

Thank you for attending today's Transportation Master Plan Study Open House. The information displayed at today's Open House will be available at the following website: <http://www.innisfiltmp.ca/>

It would be appreciated if you would answer the following questions and drop them off in the box provided tonight or mail/email them, **by October 1, 2012** to:

**Project Manager**  
**Amber Parnell, BSc., C.E.T.**  
Town of Innisfil  
2101 Innisfil Beach Road  
Innisfil, ON L9S 1A1  
Phone: 705-436-3740 x 3234  
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**Consultant Project Manager**  
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**Your Comments Please!**

Please provide your comments about the information presented during the Open House.

- 1. Do you have any comments regarding the existing issues presented?**

*Issues presented are a reflection of needs.*

- 2. Do you have any comments regarding the future planned works?**

*Go station needs to be planned and budgeted within next couple years. require a connection from planned Go station on 5<sup>th</sup> or 6<sup>th</sup> level to Highway 11*

- 3. Do you have any comments regarding the problem statement presented?**

*The problem statement as printed outlines the issues. We need connecting networks for Biking Sidewalks on St. John's Rd or Unionization of St. John's Rd. My problem is St. John's Rd not identified in 2009. Study.*

4. Please state your preferred transportation vision statement for Innisfil, the one that you feel best defines what you want for Innisfil's transportation future? Please choose from the choices on panel 18 or write your own.

# 2

I would also like to see the purchase or lease of a 4-5 foot path paved for walking/hiking on Innisfil Beach Rd from 20th sidewalk to Innisfil Rec Centre - Offer a tax break/relief on landowners to release a portion of land adjacent to IBR for paving.

5. Do you have any other comments regarding the material and displays you have seen today?

2009 Sidewalk priority plan unrealistic and did not meet the needs of residents.

Contact Information (Optional)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_



Would you like to be added to our Innisfil TMP mailing list?  
 YES  NO

To fulfill Environmental Assessment Act requirements, we will maintain your comments on file for use during this Study and may include them in Study documentation. With the exception of personal information, all comments received will become part of the public record. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*.



**Town of Innisfil  
 Transportation Master Plan Study  
 Public Open House No. 1  
 September 24, 2012**

**Comments / Questionnaire**

Thank you for attending today's Transportation Master Plan Study Open House. The information displayed at today's Open House will be available at the following website: <http://www.innisfiltmp.ca/>

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Project Manager  
**Amber Parnell**, BSc., C.E.T.  
 Town of Innisfil  
 2101 Innisfil Beach Road  
 Innisfil, ON L9S 1A1  
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 Email: [Carl.Wong@hdrinc.com](mailto:Carl.Wong@hdrinc.com)

**Your Comments Please!**

Please provide your comments about the information presented during the Open House.

**1. Do you have any comments regarding the existing issues presented?**

*A/ NO COSTING PER UNIT AND OR USAGE  
 B/ COST TO TAXPAYER FOR MIN. USAGE.*

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**2. Do you have any comments regarding the future planned works?**

*A/ CAPITAL COST  
 B/ MAINTIANCE COST  
 C/ THE LOCAL AREA PICK UP COSTS, NOT  
 GENERAL TAXPAYER.*

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**3. Do you have any comments regarding the problem statement presented?**

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4. Please state your preferred transportation vision statement for Innisfil, the one that you feel best defines what you want for Innisfil's transportation future? Please choose from the choices on panel 18 or write your own.

CAR = USER PAY NOT TAXPAYER  
 AT PRESENT ANY GROUP OF PEOPLE  
CAN HIRE A CAB TO TAKE THEM  
ANYWHERE. TAX PAYER NOT INVOLVED

5. Do you have any other comments regarding the material and displays you have seen today?

WELL DONE  
 STATED COSTING HAS NOT BEEN DONE  
AT THIS TIME. WILL HAVE COSTING  
LATER (I HOPE)

Contact Information (Optional)

Name:

Address:

Phone Number:

Email:

Would you like to be added to our Innisfil TMP mailing list?

YES

NO

To fulfill Environmental Assessment Act requirements, we will maintain your comments on file for use during this Study and may include them in Study documentation. With the exception of personal information, all comments received will become part of the public record. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*.



# Town of Innisfil



HDR



## **Transportation Master Plan (TMP)**

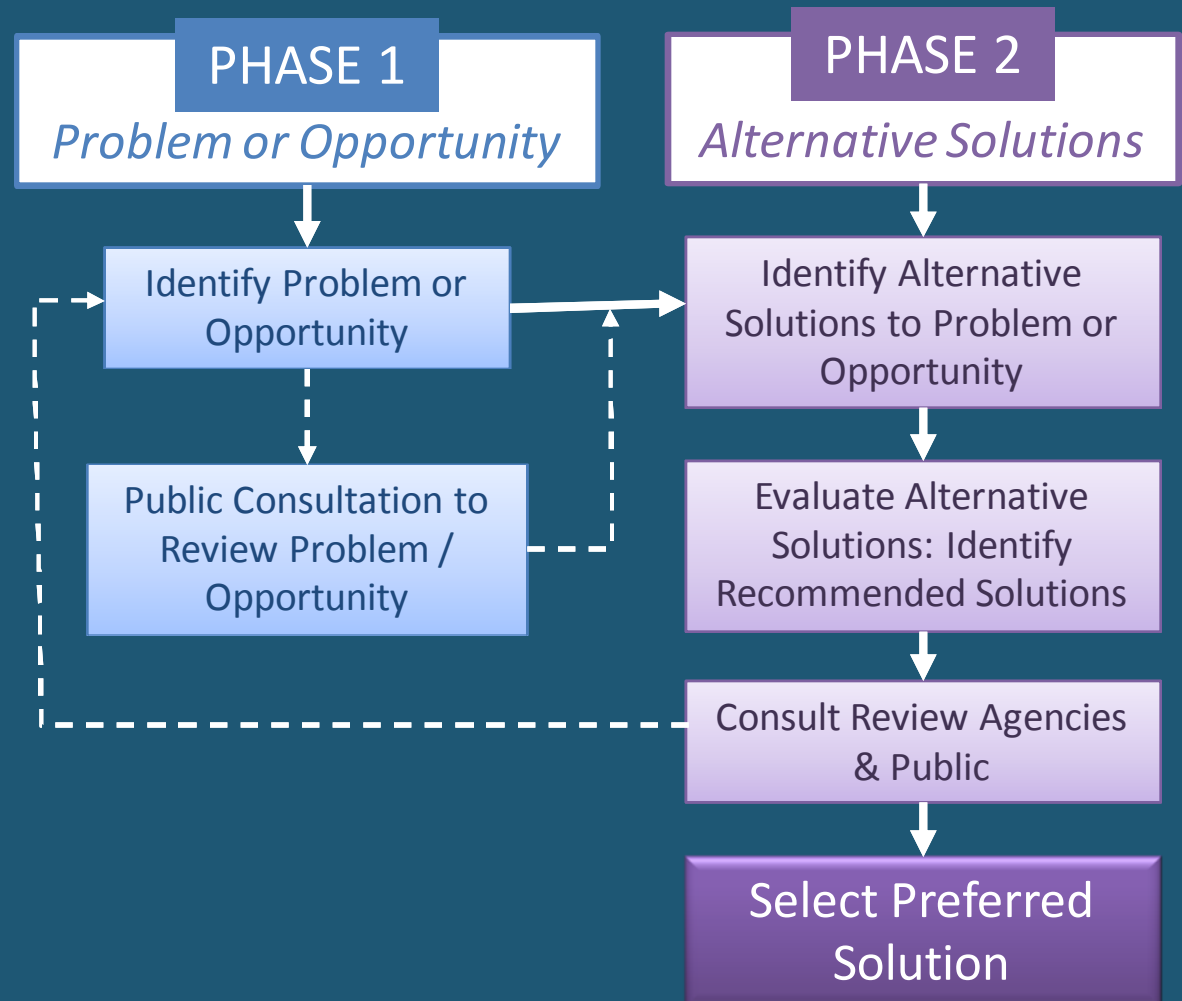
**Council / Staff Workshop  
Presentation  
September 26, 2012**

# Agenda

- What is a TMP?
- Goals and Benefits of the TMP
- Existing Trends
- Results of the TMP Questionnaire
- Traffic Policies
- Future Outlook
- Problem Statement
- A Transportation Vision for the Town

# What is a TMP?

- Long term, town-wide strategic network plan
- 20-30 years
- Multi-modal
- Input to the Official Plan
- Input to local policies
- Follows the EA Process (Phase 1 and 2)



# TMP also provides the following benefits

- Incorporate vision of Council and Town staff
- Implement town-wide instead of piece-meal approach
- Integration with Town's land use and growth management policies
- Test growth scenarios and network options
- Need and justification for transportation improvements
- Input to Development Charges and Official Plan updates

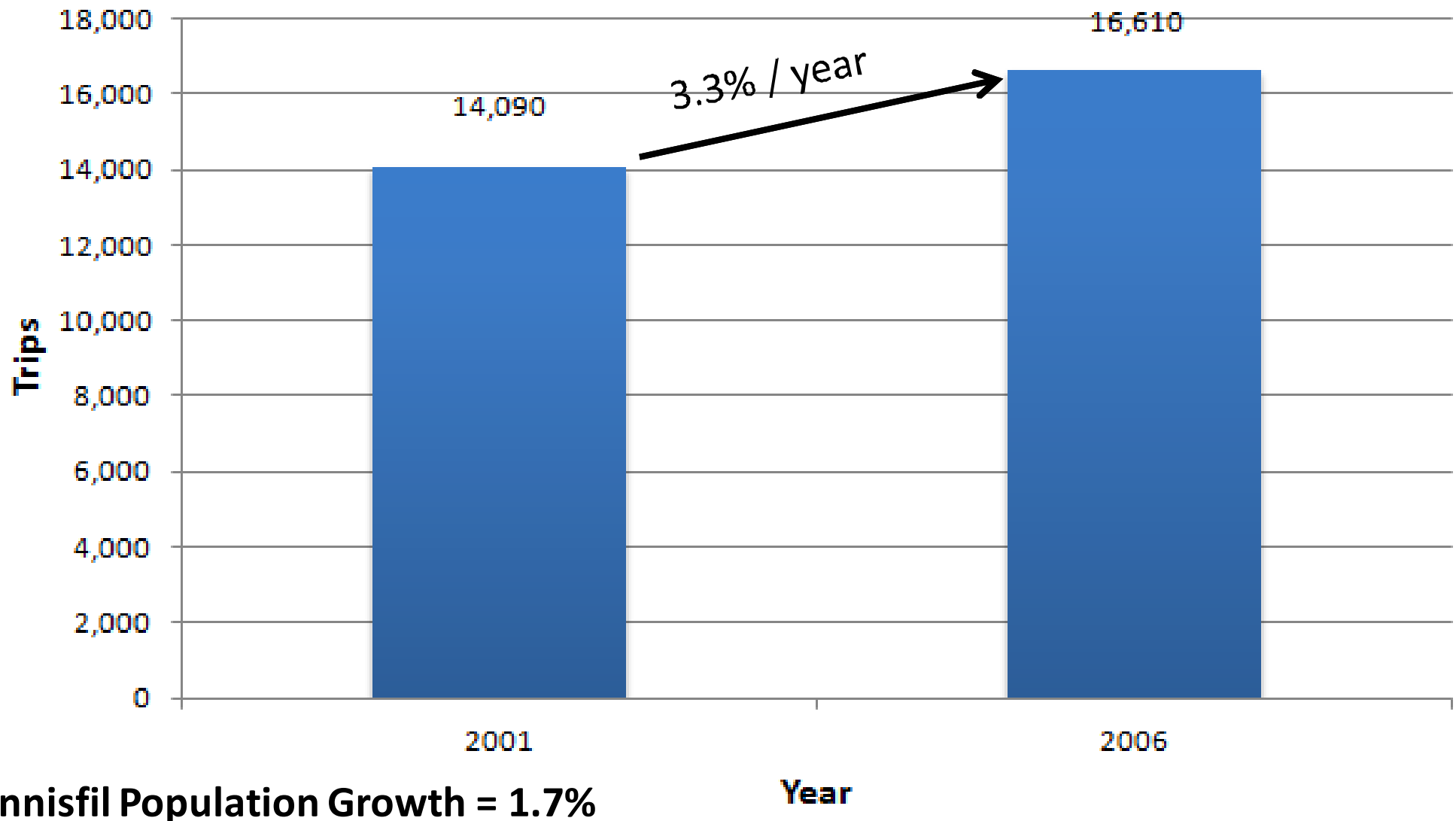
# Key Issues for the Innisfil TMP

- Existing and Future Transportation Network deficiencies and opportunities
- Transit for Innisfil
- Traffic Operations Review
- Traffic Policies and Manuals
- Pedestrian and Cycling Network Plan
- Financial Planning and Input to DC

# **CURRENT TRENDS**

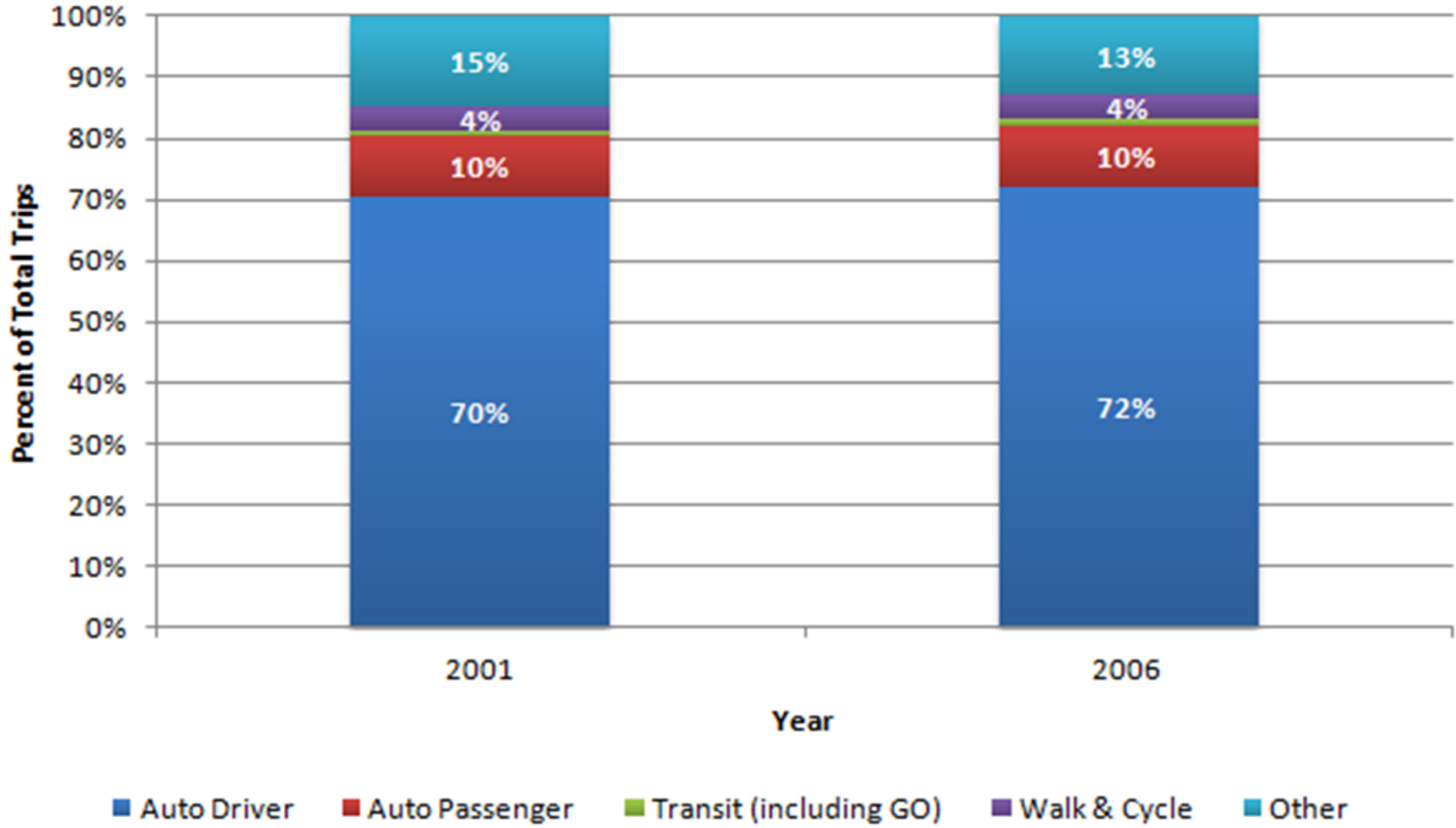
# Travel demand has grown faster than population

## Innisfil: Total Number of AM Peak Period Trips



# Car remains dominant travel mode

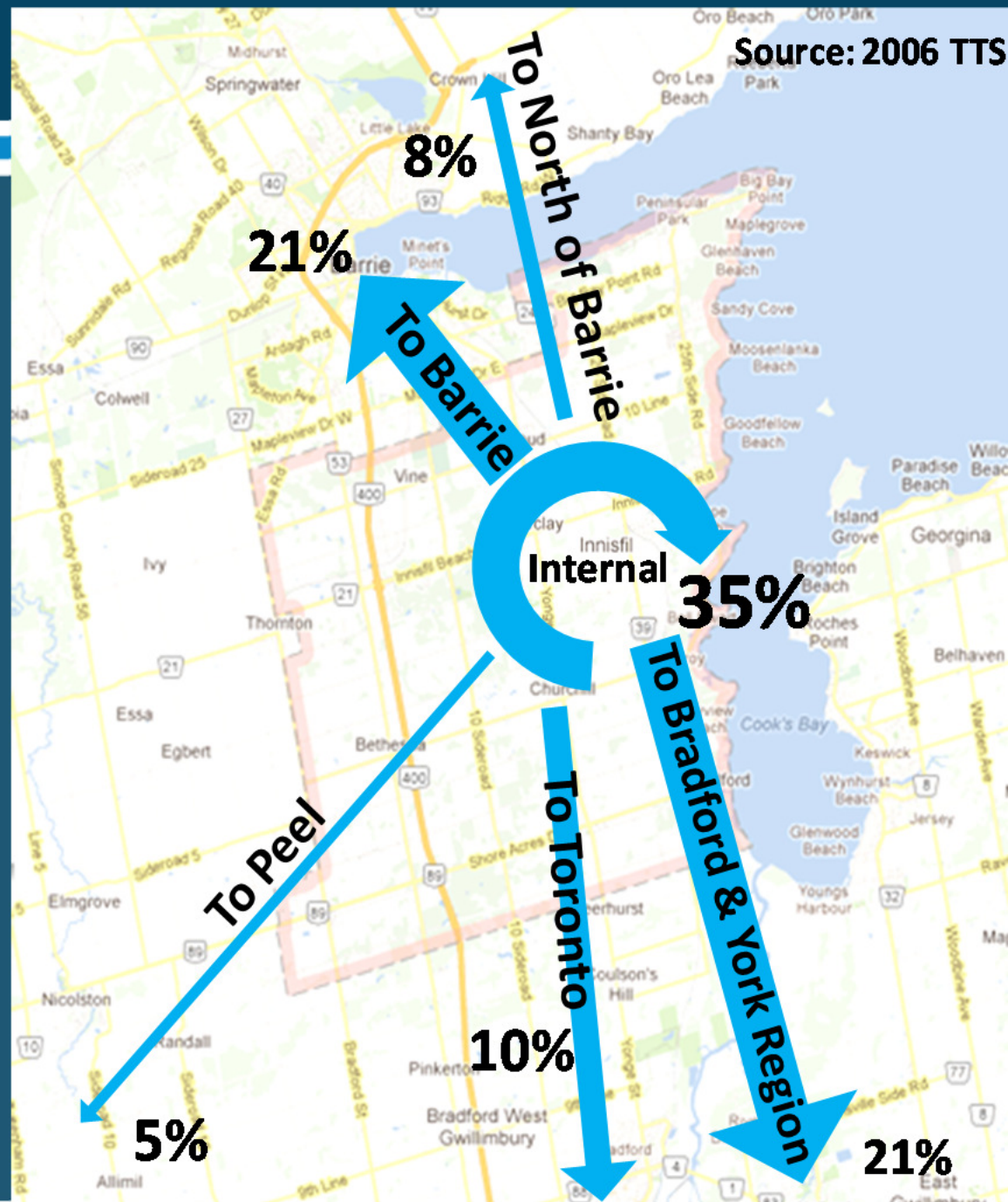
## Innisfil: Trends in Mode Split (AM Peak Period)





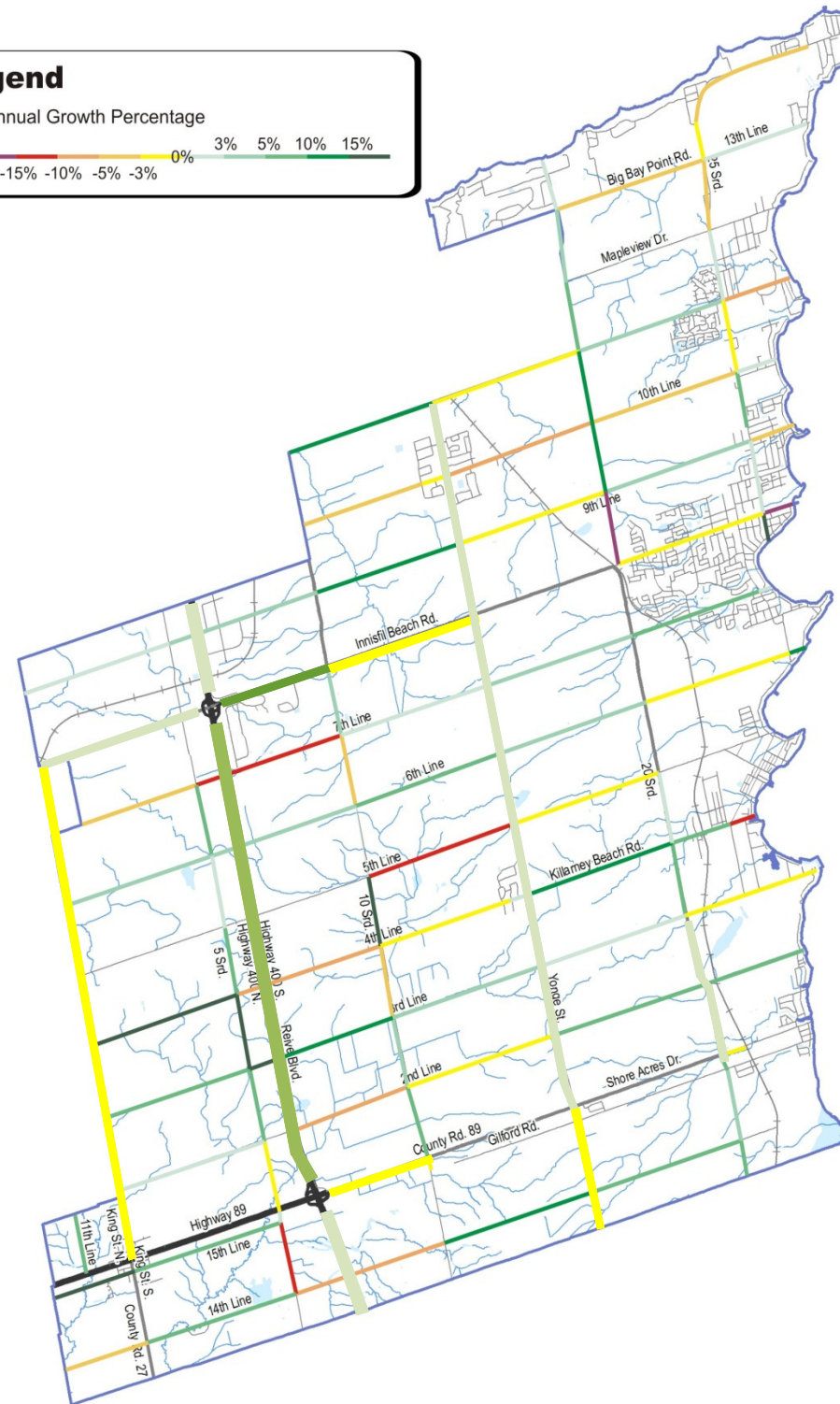
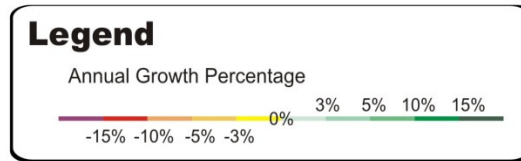
# 2006 Travel Patterns Outbound (AM Peak Hr)

- 13,000 AM trips begin in Innisfil
- Innisfil still a “bedroom community”
  - 35% “self-containment”
  - Barrie: 71%
  - Bradford: 48%



# Traffic growth highest on E-W roads




- Historical traffic growth of 2.4%/yr
- Traffic growth highest on east-west roads
- 6<sup>th</sup>, 3<sup>rd</sup> and 14<sup>th</sup> Line consistently up
- Highway 400 demand continues to grow

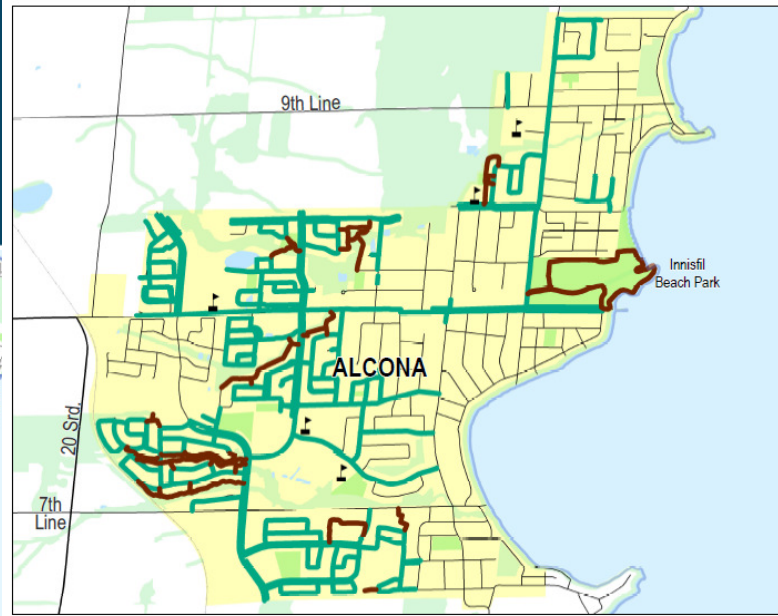
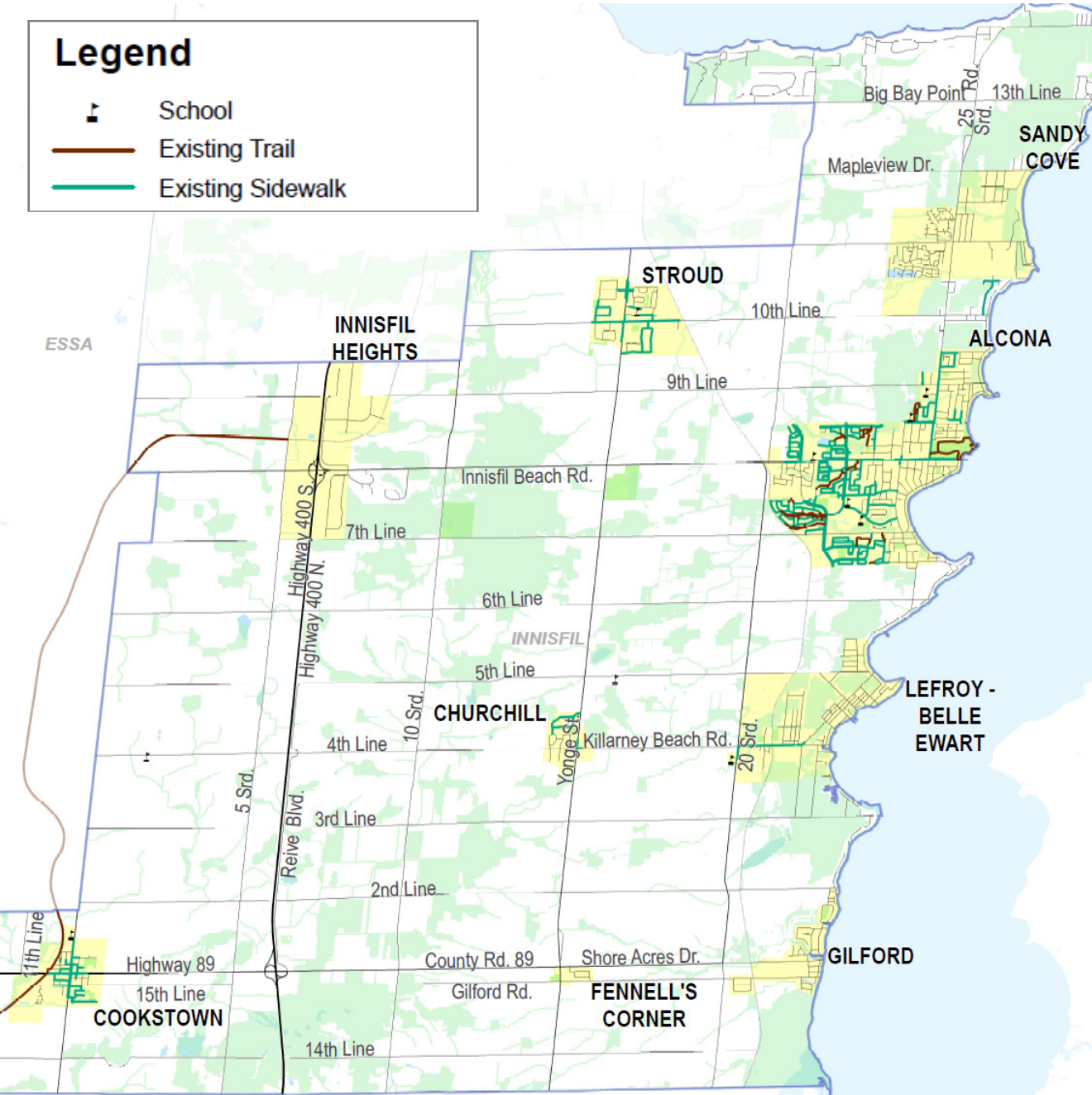




# Active Transportation Network

## Legend

-  School
-  Existing Trail
-  Existing Sidewalk

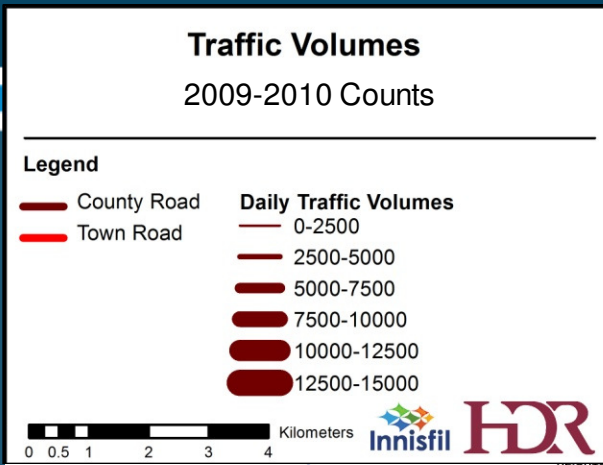


Lack on connectivity between communities and town facilities

# Existing Traffic Volumes

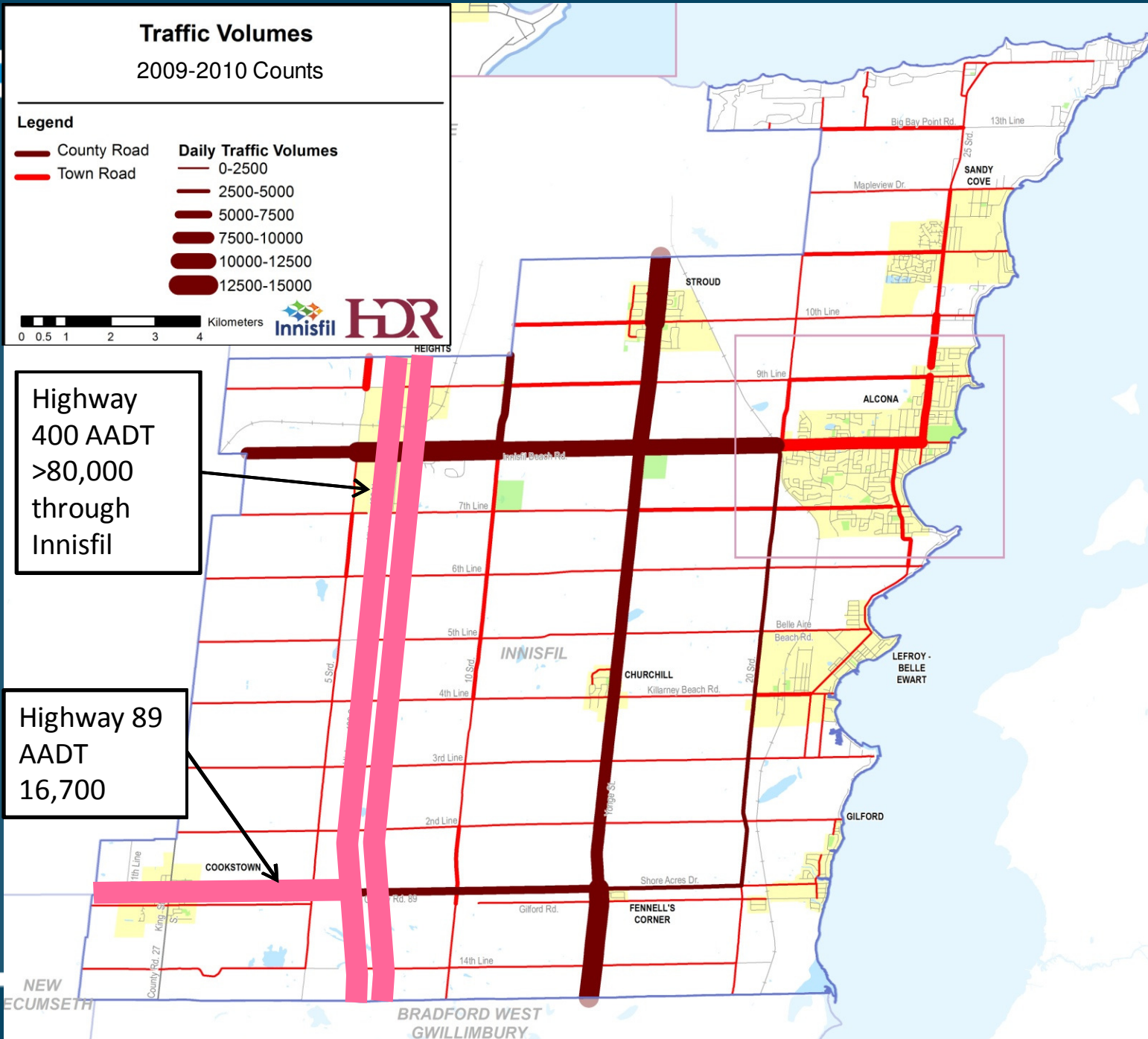
Major traffic flows on provincial highways and county roads

Innisfil Beach Road and 25<sup>th</sup> Sideroad carry traffic through Alcona



Highway 400 AADT >80,000 through Innisfil

Highway 89 AADT 16,700





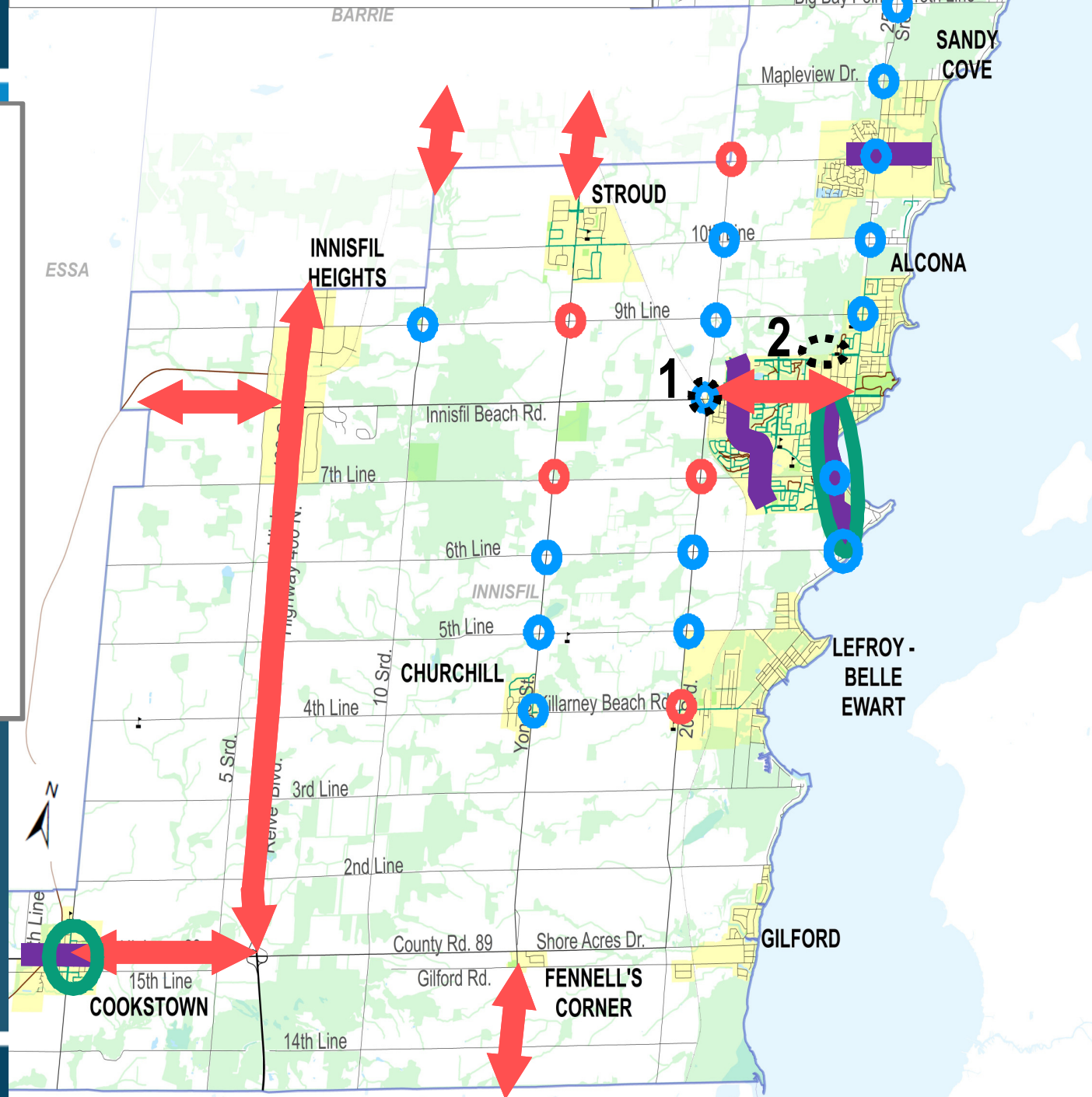
# Existing Issues

## Notes

1. Sideroad 20 intersection jog at Innisfil Beach Road
2. Potential need for Leslie Street Extension

## Legend

-  School
-  Existing Trail
-  Existing Sidewalk
-  Rail
-  Park
-  Natural Environmental Area
-  Settlement Boundary
-  Areas with Traffic Congestion
-  Areas with Speeding Concerns
-  Areas where Sidewalks are Needed
-  Areas with Special Issues (see notes)
-  Intersections with Observed Queuing
-  Intersections with Minimal Observed Queuing

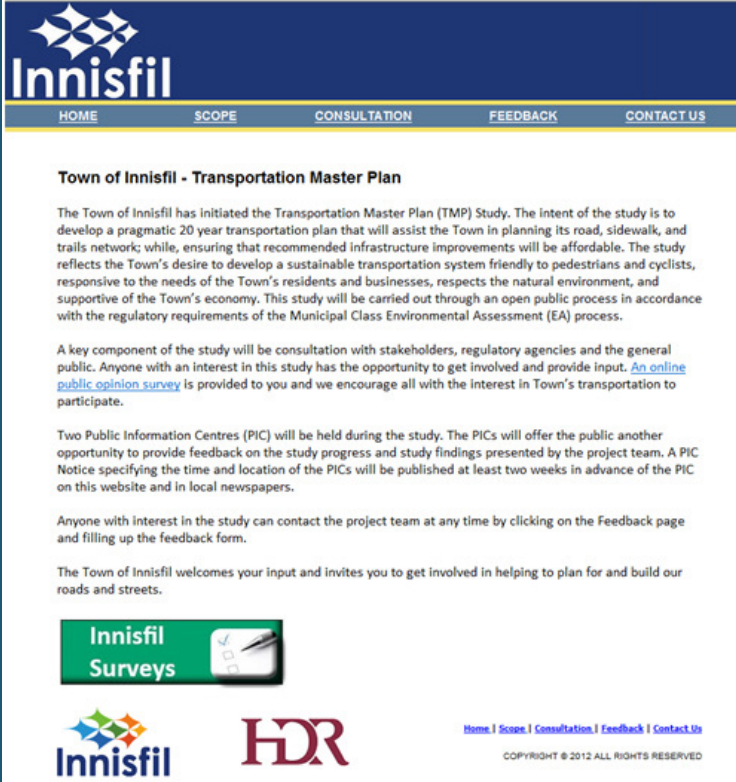


# **PUBLIC ATTITUDES (A SNAPSHOT)**

RESULTS OF THE TMP QUESTIONNAIRE

# On-line survey

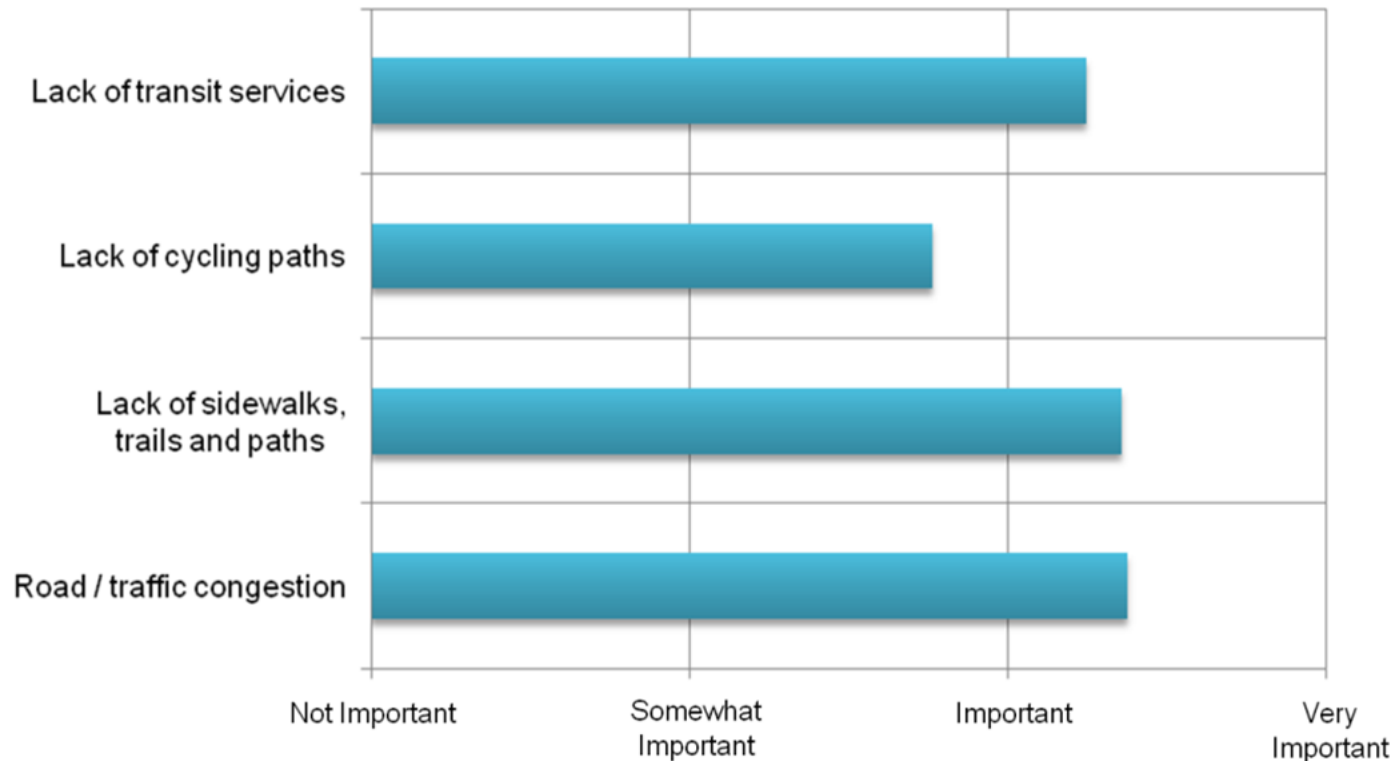
- An online and paper-based survey conducted June 22 - September 2012
- 12 questions
- 519 responses
- Accessible via project's website at [www.innisfilTMP.ca](http://www.innisfilTMP.ca) and Town's website



The screenshot shows the website for the Town of Innisfil's Transportation Master Plan (TMP) study. At the top is the Innisfil logo and a navigation menu with links for HOME, SCOPE, CONSULTATION, FEEDBACK, and CONTACT US. The main heading is "Town of Innisfil - Transportation Master Plan". The text describes the study's purpose: to develop a pragmatic 20-year transportation plan that is affordable, sustainable, and responsive to the needs of residents and businesses. It mentions that the study will be carried out through an open public process in accordance with the regulatory requirements of the Municipal Class Environmental Assessment (EA) process. A key component of the study is consultation with stakeholders, regulatory agencies, and the general public. An online public opinion survey is provided, and the town encourages all with an interest in town's transportation to participate. Two Public Information Centres (PIC) will be held during the study, offering the public another opportunity to provide feedback on the study progress and findings. A PIC Notice specifying the time and location of the PICs will be published at least two weeks in advance of the PIC on the website and in local newspapers. Anyone with interest in the study can contact the project team at any time by clicking on the Feedback page and filling up the feedback form. The town welcomes input and invites everyone to get involved in helping to plan for and build roads and streets. At the bottom, there is a button for "Innisfil Surveys" with a calendar icon, and logos for Innisfil and HDR. A footer contains the navigation links and a copyright notice: "COPYRIGHT © 2012 ALL RIGHTS RESERVED".

# Rank the Importance: Transportation Issues

Please rank the importance to you of the following items.



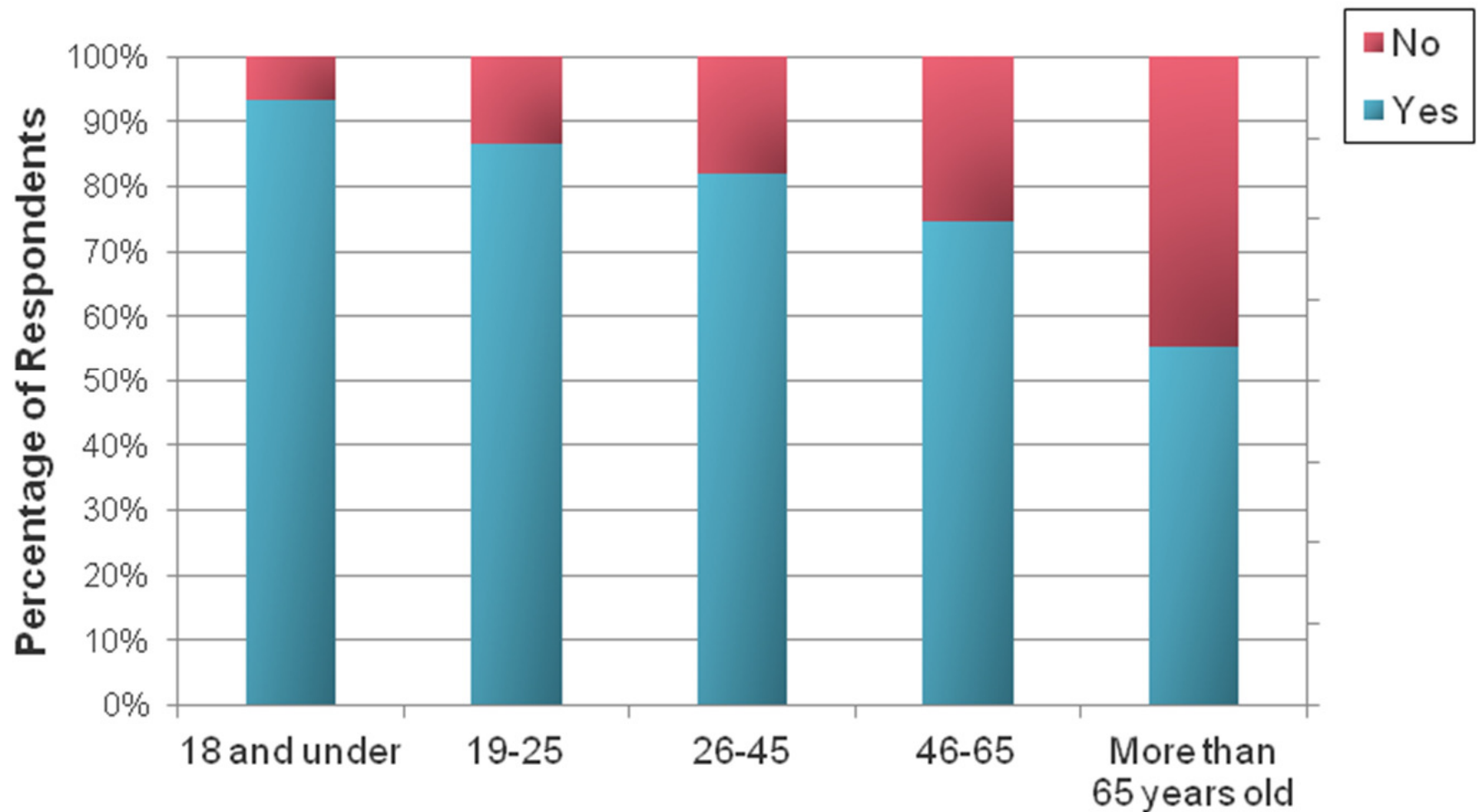
1. Poor roadway maintenance
2. Congestion
3. Speeding
4. Traffic infiltration to local roads

5. Parking
6. Poor pavement markings and signage
7. Road safety surrounding schools



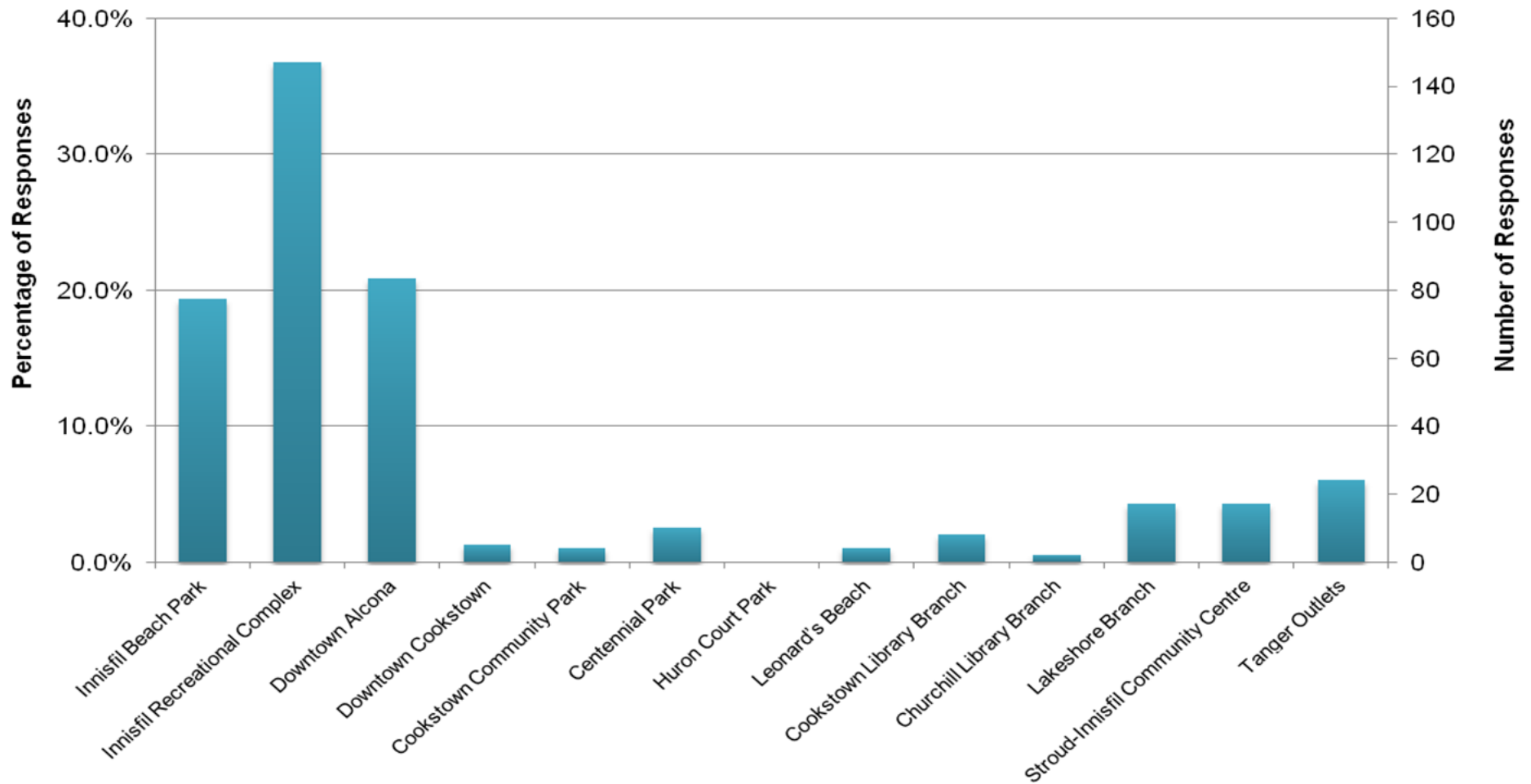
# Would you use a walking/cycling trail?

Would you use a walking/cycling trail to get around Innisfil?



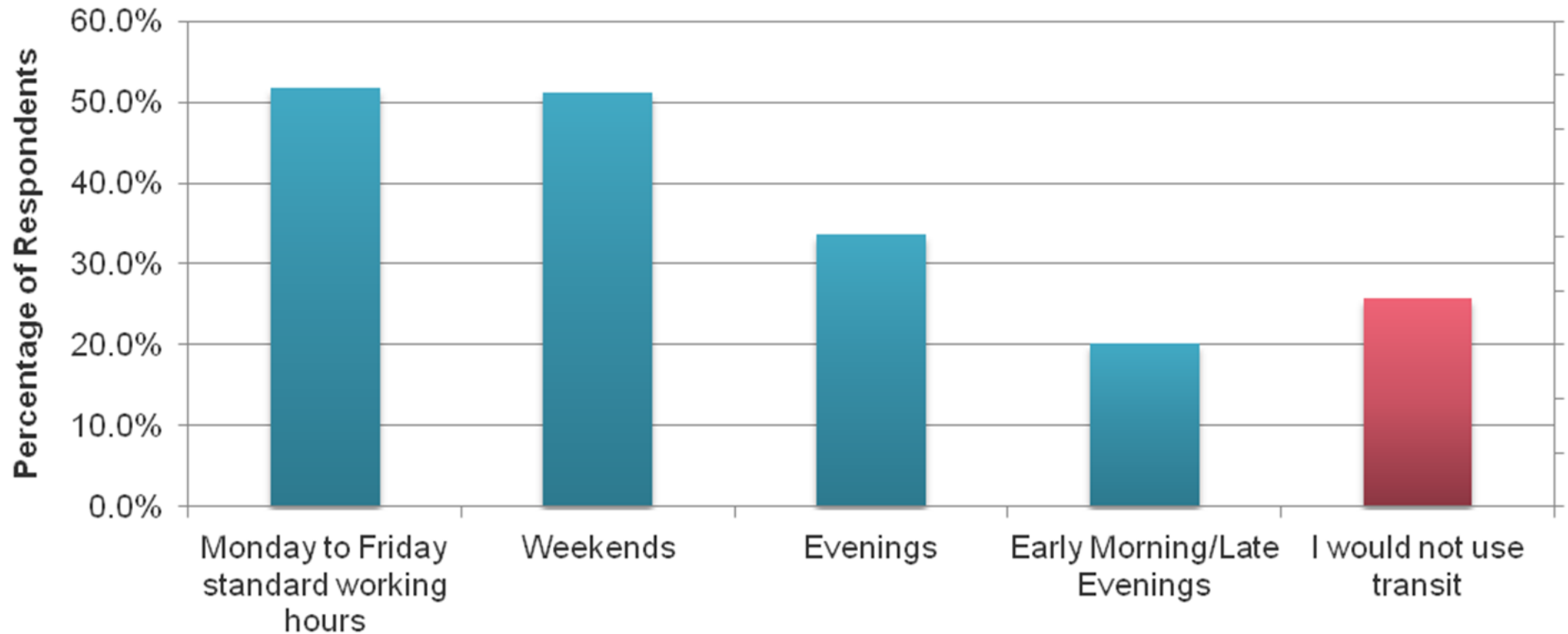
# Where should walking and cycling paths go to?

Which destinations in Innisfil should a walking/cycling trail go to?



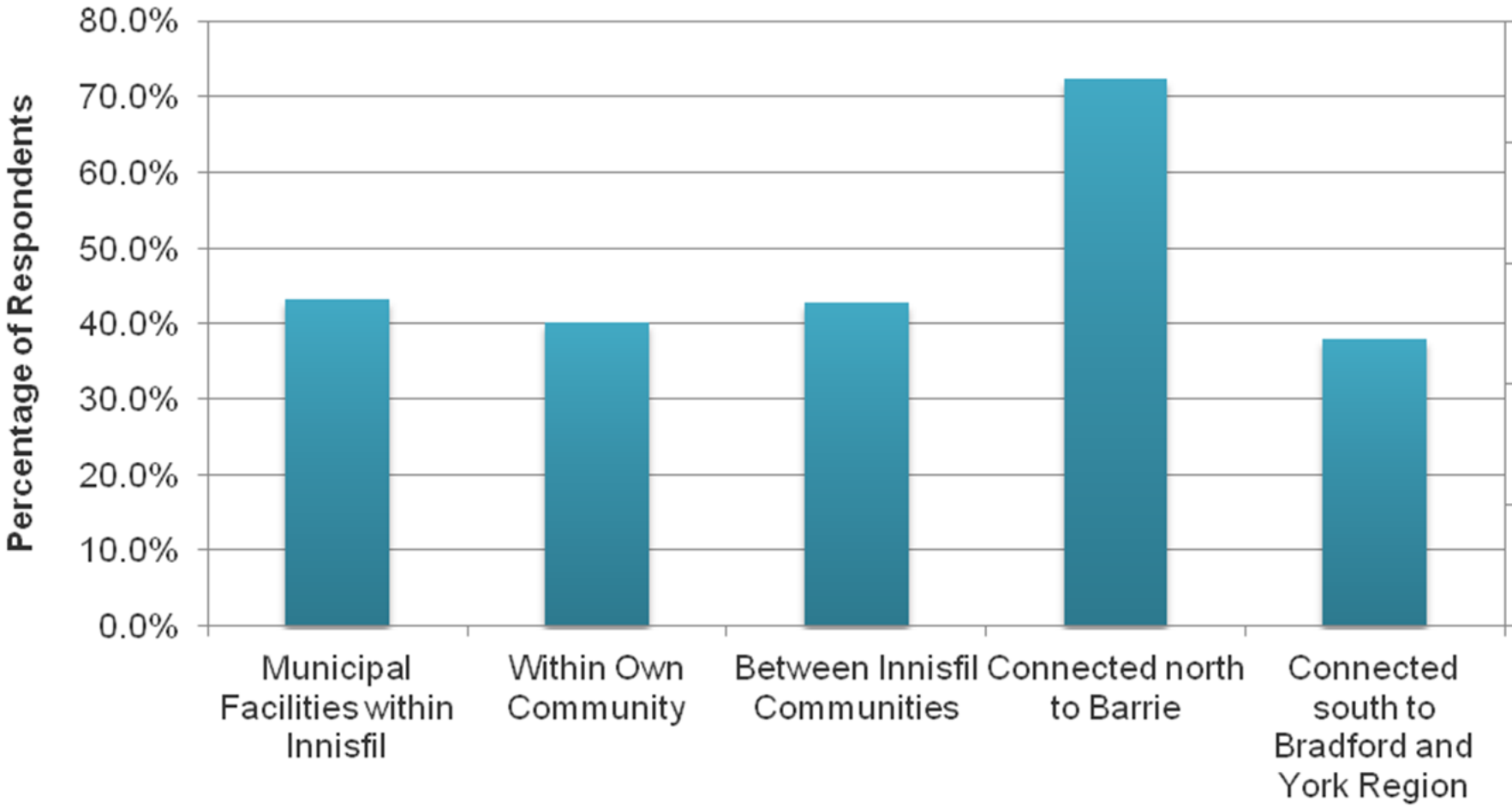
# If public transit was available...

If a public transit service was available, what time would you use it?



# If public transit was available...

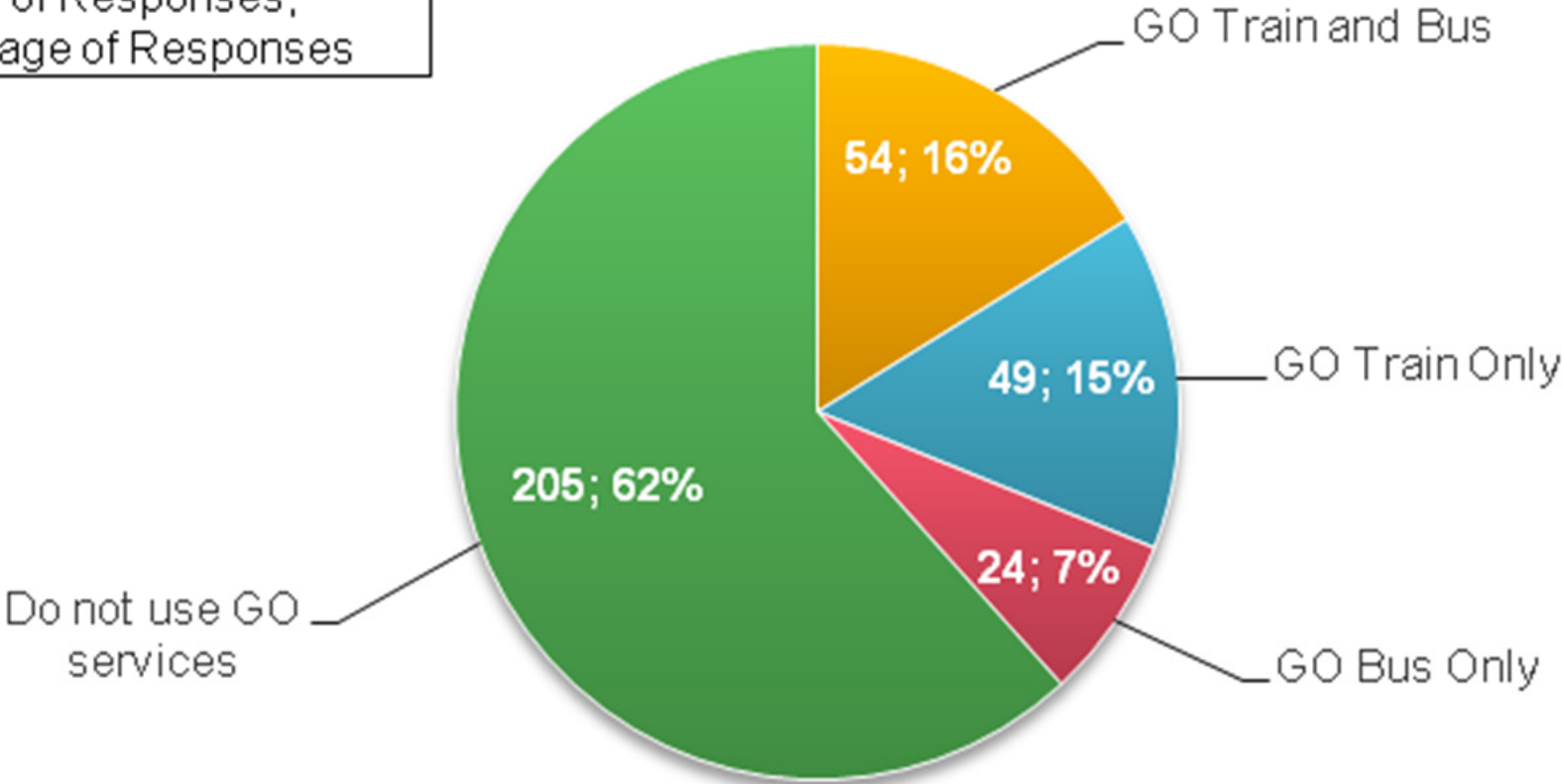
If a public transit service was available, where should the service run?



# Do you use GO Transit?

## Do you use the GO Train or GO Bus service?

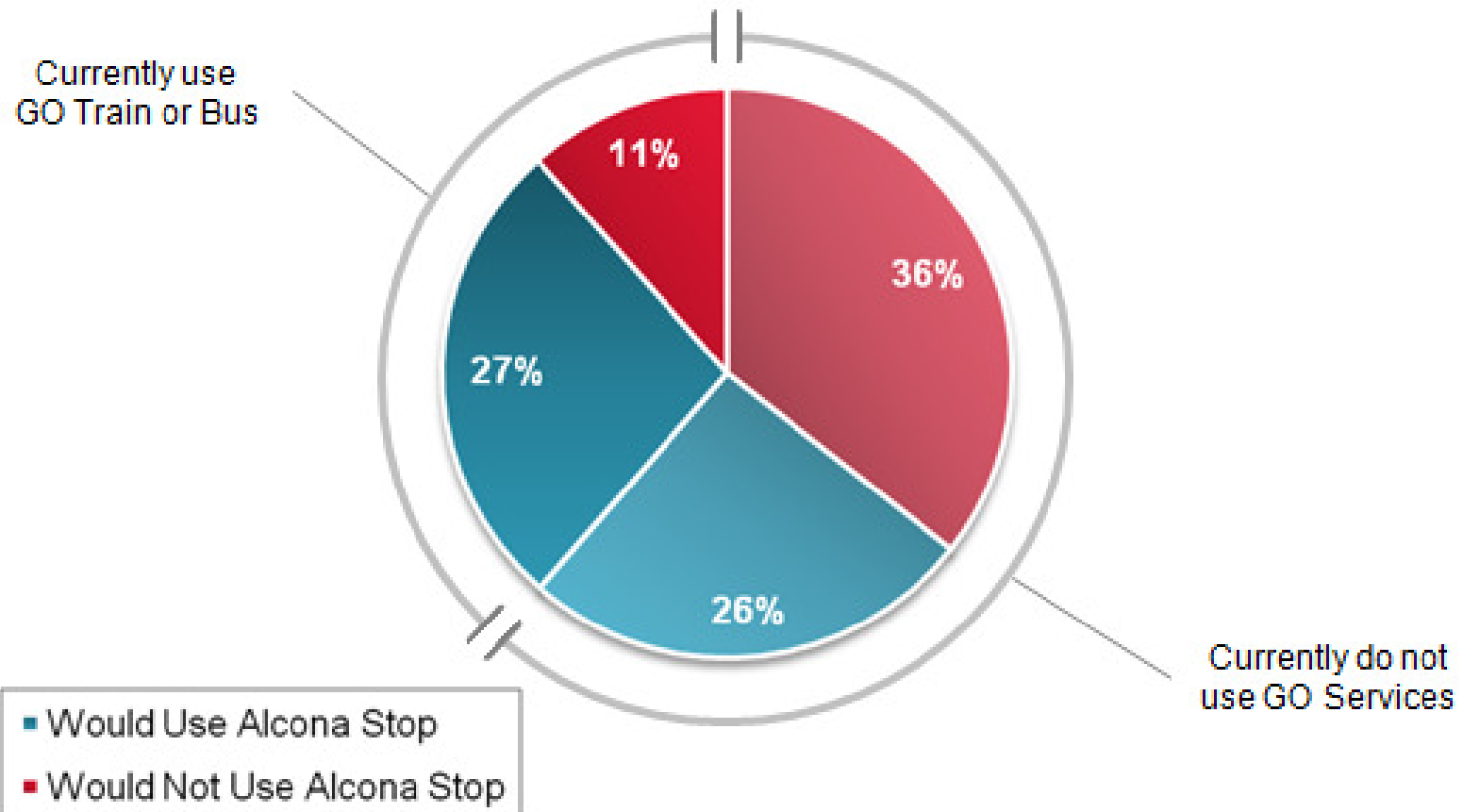
Number of Responses;  
Percentage of Responses





# Would you use the GO BUS on Yonge Street if it stopped in Alcona?

If the GO Transit bus service made an additional stop into Alcona, would you use the service?



# **TRAFFIC POLICIES**

# Traffic Policies and Manuals

## Policies should

- Address the greater needs of the Town
- Be commensurate with available resources
- Allow for proper maintenance
- Leverage best practices
- Avoid unnecessary liability

**Are there any other goals that Council feel should be included?**

# Traffic Policies and Manuals

“Made in Innisfil” policies to address the following

- All Way Stop Control
- Speed Limits (Rural and Urban)
- Community Safety Zones
- Parking
- Traffic Calming

# All-Way Stop Control

- Purpose of All-Way Stop Control: to provide gaps for side street traffic and/or pedestrians
- Stop signs are not intended as speed control devices
- Many Ontario jurisdictions have adopted a modified version





# All-Way Stop Control (2)

- Related Research:
  - Unwarranted stop signs have very low compliance (i.e. about 25%)
  - Almost no difference in average speeds through residential areas (suggesting higher mid-block speeds)
  - Unbalanced traffic volumes (between main and side streets) increases non-compliance



# All Way Stop Control (3)

- OTM Warrant reflects “provincial highway” conditions
- “Made in Innisfil” warrant recommended.
- Provincial warrant based on 30 seconds of side street delay
- Use OTM warrant for Arterials and Collectors
- Recommend warrant thresholds be based on 20 seconds for Local Roads – reflects Level of Service (LOS) from D to C

# All Way Stop Control (4)

- Do not adopt all-way stop control to:
  - Control speeds
  - For posted speed limits  $> 60$  km/h
  - Intersections with challenging geometry
  - On grades
- Ensure a balance of traffic no higher than 70% on the main street
- Allow a 4-hour warrant review but at full warrant thresholds



# Speed Limits - Rural

- Statutory speed limit is 80 km/h in rural areas
- Ideal posted speeds are:
  - Consistent with the road geometry
  - Accommodate the speeds of 85% of drivers
  - Advisory speed signs are used to address the need for lower speeds at specific locations

# Speed Limits – Rural (2)

- Related Research:
  - Drivers are most influenced by the road environment in selecting operating speeds
  - Changes in speeds rarely mirror changes in the posted speed limit signs
    - Generally a change in mean speed of 25% of the posted speed limit change

# Speed Limits – Rural (3)

- Recommendation:
  - Posted Speed Limits on rural roads will be set at 80 km/h unless a reduced speed designation is appropriate due to:
    - School zones
    - Geometric characteristics
    - To match other adjacent roads
    - Safety and/or operational issues apply





# Speed Limits – Urban

- Statutory Speed Limit is 50 km/h
- Recommended Policy:
  - Urban roads should be posted at:
    - 50 km/h for local and collector roads and
    - 60 km/h for arterial roads
  - Reduced speed designations may be appropriate due to:
    - School Zones
    - Geometry
    - To match other adjacent roads
    - Safety and/or operational issues



# Community Safety Zones

- Purpose is to inform drivers of a zone where safety is paramount
- Fines for moving violations are doubled
- Selective and appropriate deployment is most effective
- Adopt a warrant if there are numerous requests for Community Safety Zones



# Parking

- Traffic movements takes priority over loading/unloading which in turn takes priority over parking
- Recommendation
  - Continue to implement the criteria and application guidelines provided in OTM Book 5
  - Add a condition that no parking may be used in close proximity to driveways/entrances where sight distances could be of concern





# Traffic Calming Policy

- Policy is based on a review of the *Canadian Traffic Calming Guide* and existing municipal traffic calming policies across Ontario (incl. Chatham-Kent and Barrie)
- Suggest:
  - A progressive approach
    - start with simple affordable measures such as enforcement and signing
    - transition to more intrusive measures such as horizontal and vertical deflection
  - Public consultation through open house meetings
  - Warrant criteria for implementation of measures
  - Criteria for ranking of requests

# Traffic Calming Policy

- Suggest:
  - Physical traffic calming (horizontal and vertical deflection) on local and collector streets only
  - Signage and radar trailers only for arterial roads
  - Use of temporary rubber measures for trial locations
  - Use of Speed Cushions to reduce delay to emergency services

# Traffic Calming Examples

## Radar Speed Advisory Boards



# Traffic Calming Examples

## Speed Hump / Cushion





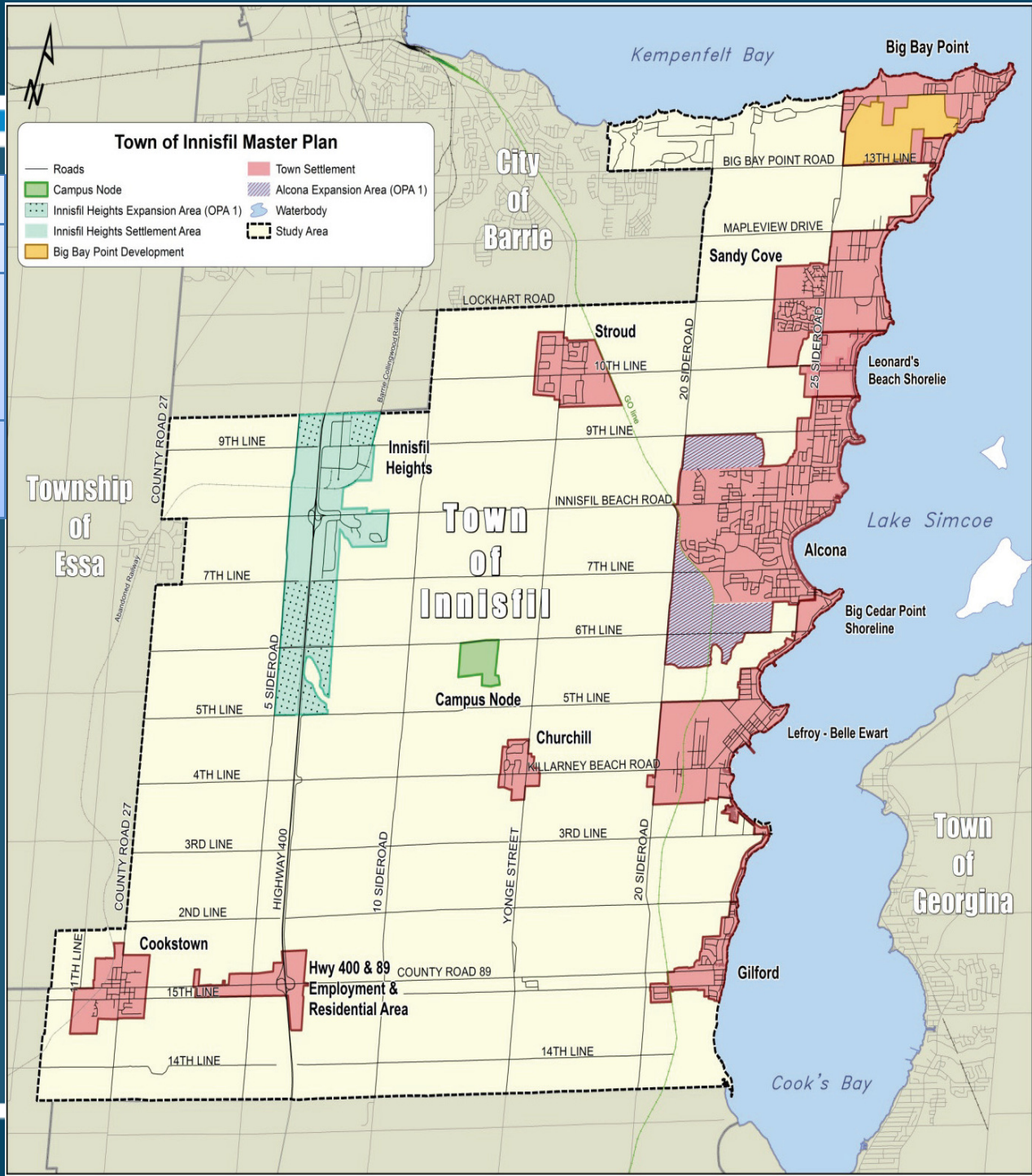
# **FUTURE OUTLOOK**

# Future Growth

Source	Population	Employment
Existing	33,080	5,700
Ontario Growth Plan (2031)	56,000	13,100
Innisfil OPA #1 (2031)	65,000	32,500

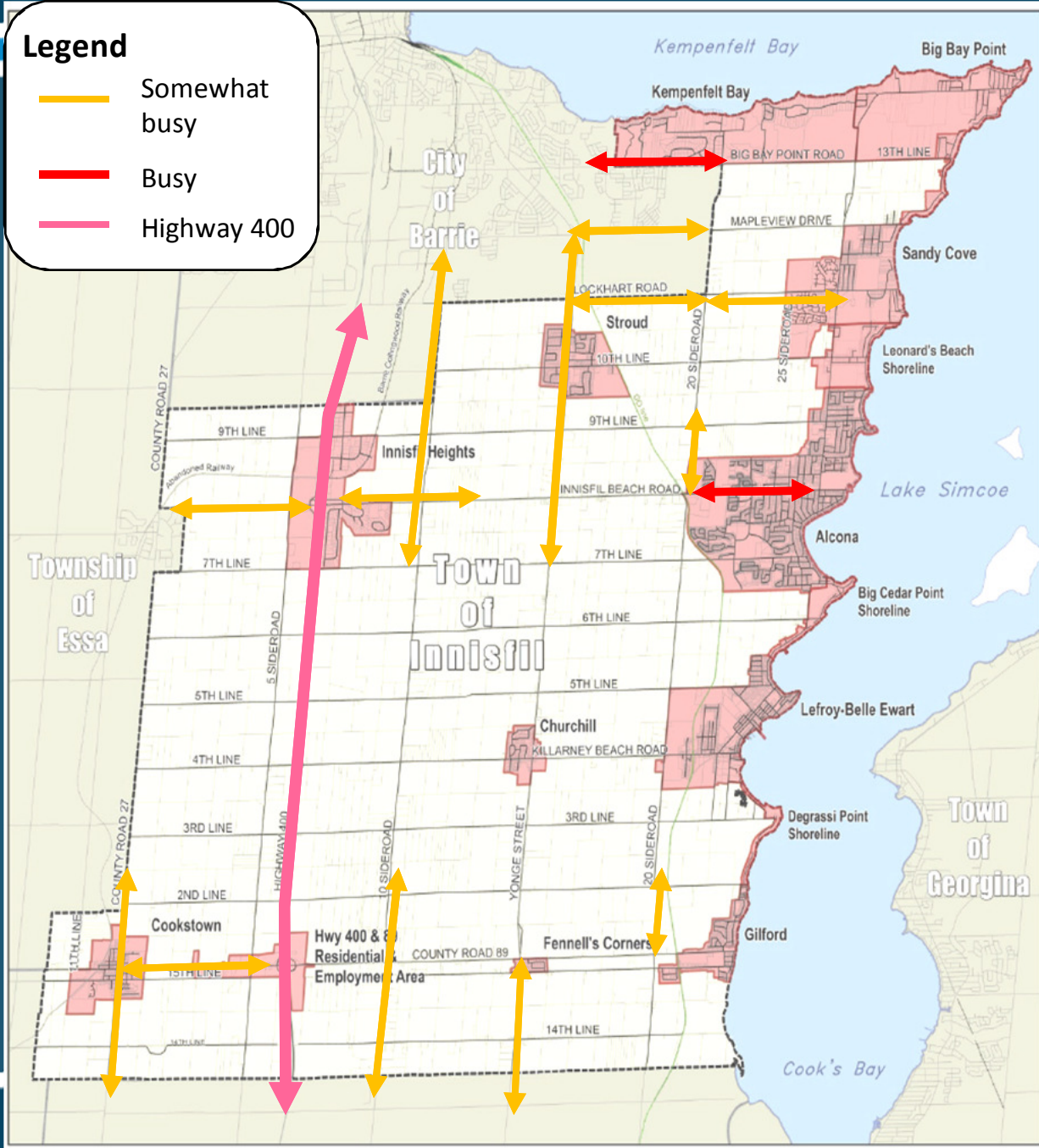
OPA#1 to expand settlement boundaries in

- Alcona,
- Innisfil Heights,
- Big Bay Point &
- Campus Node



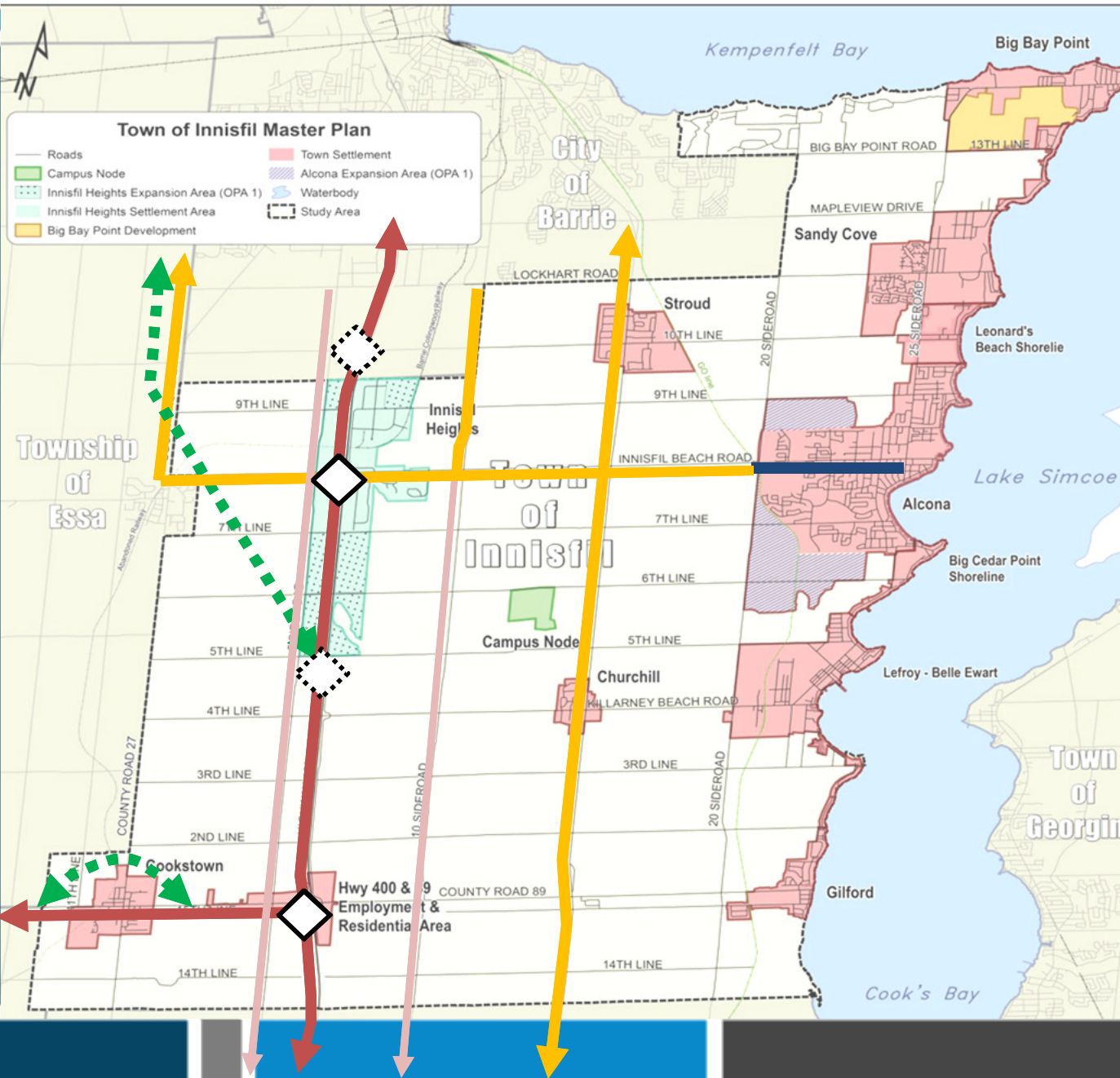
# Future Network Capacity Deficiencies

- 2031 “Do-nothing” scenario
- There will be an increase of busy roads throughout the Town if no improvements are made



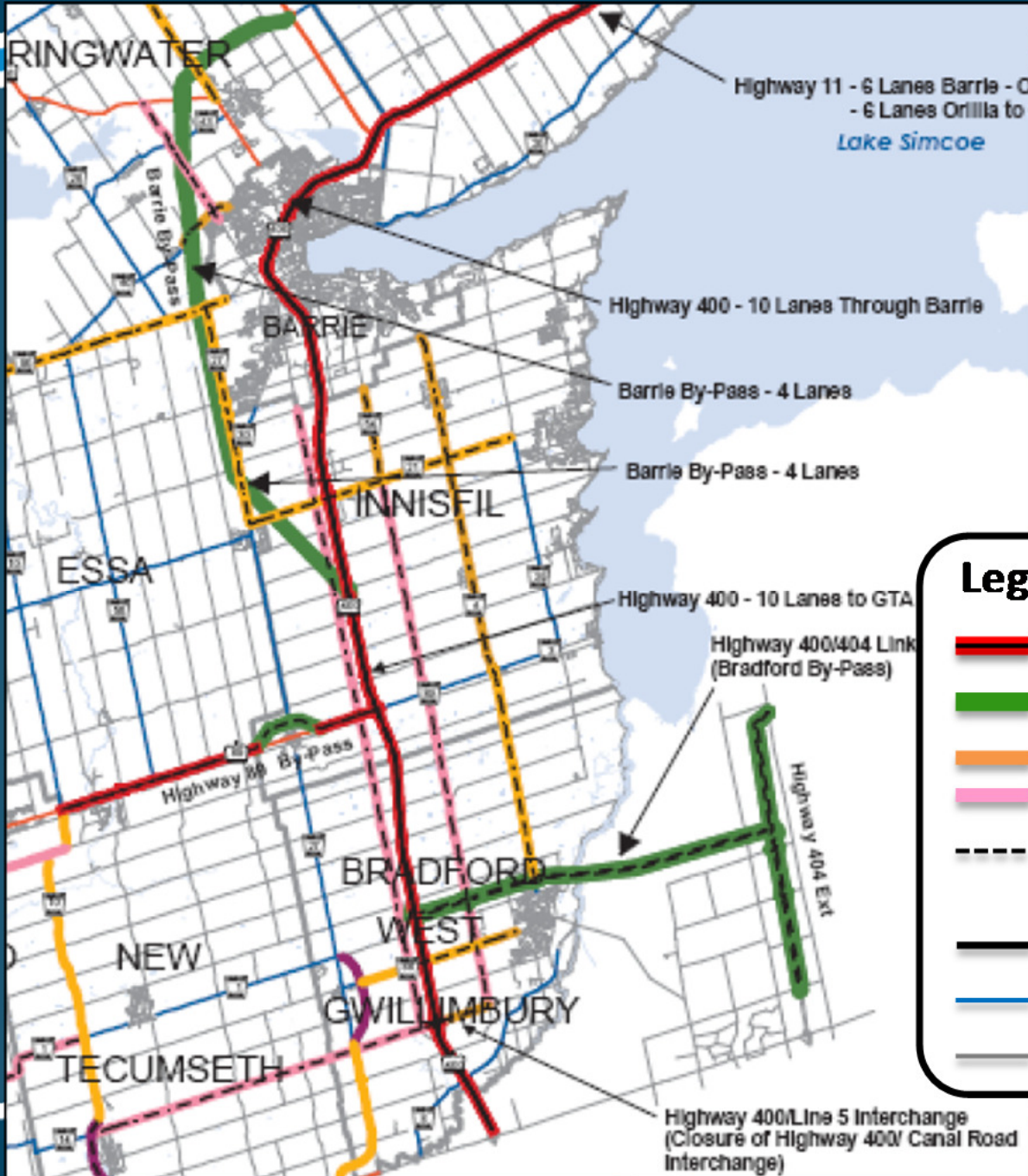


# Planned Roads by 2031





# The Bypasses

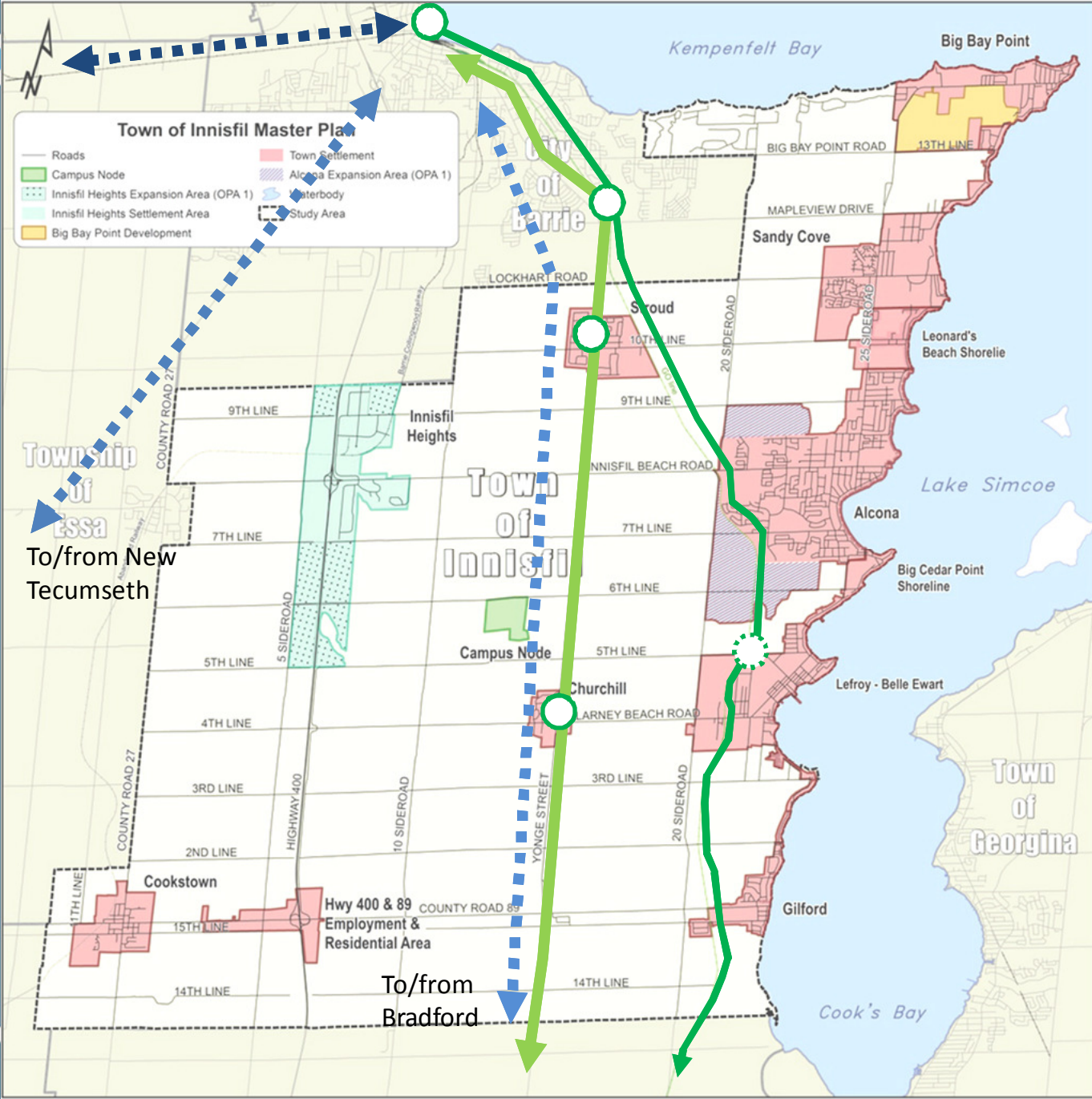


### Legend

- Provincial Highway Widening
- Potential New Provincial Highway
- County Road Widening
- New County Roads – Upgrade
- - - Previous Improvement
- Provincial Highways
- County Roads
- Local Roads

# Planned Transit by 2031

- Alcona/Lefroy GO Transit Station at Belle Aire Beach Road
- New inter-municipal bus service
- Improved GO service



**Legend**

- Future Inter-municipal Bus Service
- Long Term Inter-Regional Rail/Bus Service
- Existing Inter-Regional Bus Service
- Existing Inter-Regional Rail Service
- Existing GO Transit Station
- Future GO Transit Station

# **A TRANSPORTATION VISION FOR THE TOWN**

# Problem Statement and Opportunity

## Today:

- **Almost all travel is made by car**
  - Traffic has grown steadily by 2-4% per year over the past 10 years
  - Traffic congestion during peak periods (Innisfil Beach Road in Alcona, Yonge Street to and from Barrie and Bradford)
  - Only 35% of all Innisfil trips stay within Innisfil (compared to 48% for Bradford and 71% for Barrie)
- **Are there any other existing problems that should be documented and influencing our vision?**



# Problem Statement and Opportunity

## Today:

- **There needs to be a greater emphasis on alternative travel modes**
  - Innisfil residents want a local transit system, particularly to Barrie
  - Innisfil residents must travel to Barrie or Bradford to use GO
  - More sidewalks within neighbourhoods
  - More connectivity in the cycling/trails network is needed, in particular to the Innisfil Recreation Complex, Downtown Alcona and Innisfil Beach Park
- **Are there any other opportunities to increase travel choices?**

# Problem Statement and Opportunity

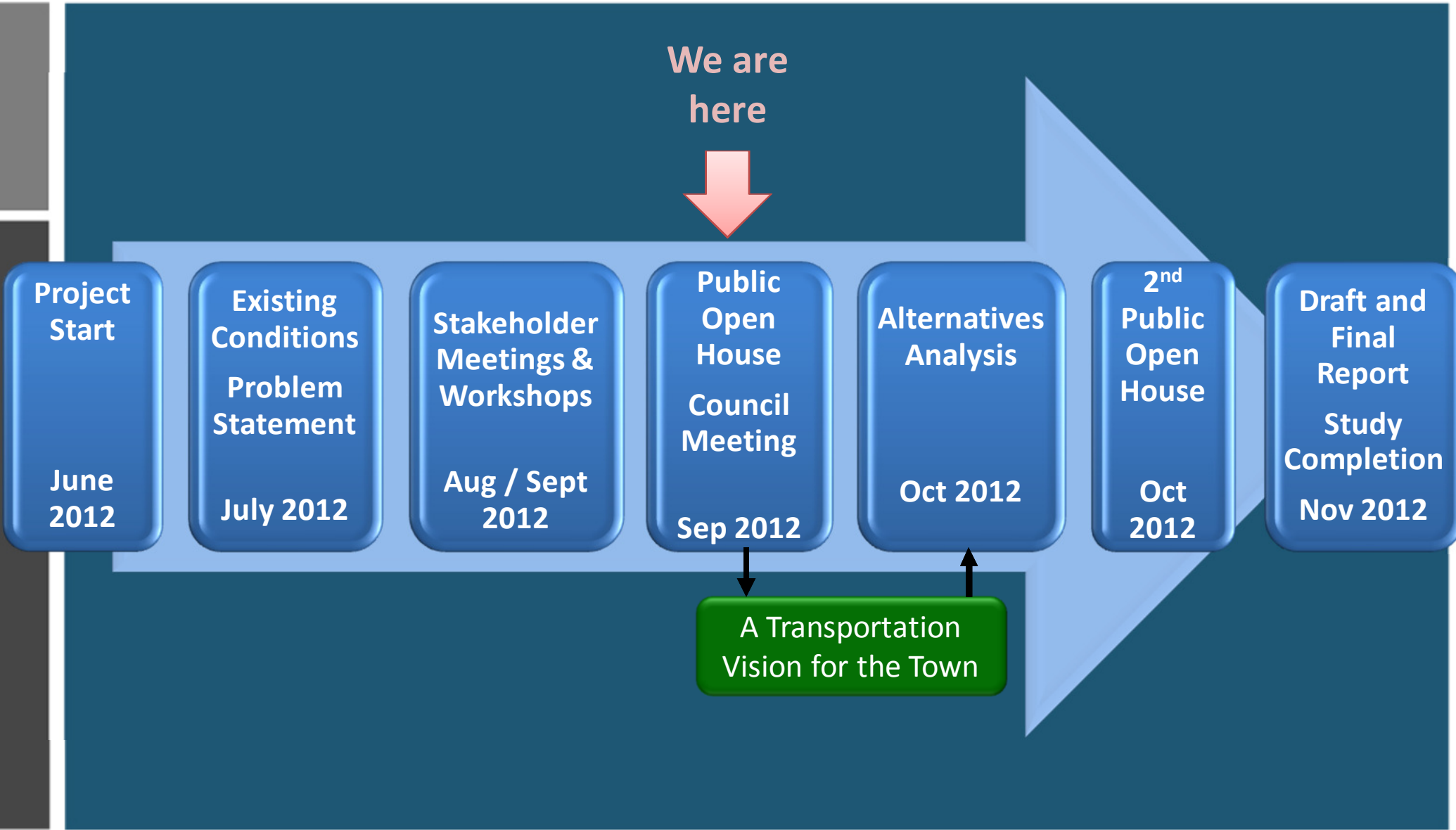
## By 2031:

- People and jobs are expected to double
- For the Town to attain its vision and goals, a balanced and solid transportation strategy is required to handle the growth in travel demand.
- **Are there any other future problems or opportunities that we want to highlight?**

# Sample Vision Statements

- Innisfil has a safe, sustainable, and efficient multi-modal transportation system that provides for the mobility and accessibility of people, goods and services.
- By 2031, Innisfil's transportation network connects people and communities, fostering healthy living and operating efficiently across the Town as an environmentally and financially sustainable system.
- Innisfil's transportation network provides the safe and efficient movement of people and goods, enhances economic vitality, and improves the quality of life for the people that live and visit our Town.

# Moving Forward...





# Transportation Master Plan

Thank you



## **Town of Innisfil Transportation Master Plan Study**

### **NOTICE OF PUBLIC OPEN HOUSE #2**

The Town of Innisfil has initiated a Transportation Master Plan (TMP) Study. It will assist the Town in planning an affordable network of roads, sidewalks, and trails.

At Public Open House #1 on September 24, we heard about what matters to you. We've taken this input and developed a transportation vision to meet the needs of residents and businesses, protect the environment, and support the economy.

This study follows the Municipal Class Environmental Assessment (EA) public process. We encourage everyone to get involved. You are invited to attend Public Open House #2 (of 2) on:

**Date: Tuesday, November 20, 2012**

**Time: 4:00 to 7:00 PM**

**Location: Town Hall Community Rooms,  
2101 Innisfil Beach Road, Innisfil, Ontario L9S 1A1**

The Open House materials will be posted on the study website at [www.innisfiltmp.ca](http://www.innisfiltmp.ca) on November 21, 2012. We invite you to forward comments by November 28<sup>th</sup>, 2012. Also let us know if you want to be added to our mailing list.

Amber Parnell, BSc., C.E.T.  
Project Manager  
Town of Innisfil  
2101 Innisfil Beach Rd.  
Innisfil, ON L9S 1A1  
Phone: 705-436-3740 ext. 3234  
Email: [aparnell@innisfil.ca](mailto:aparnell@innisfil.ca)

Carl Wong, P.Eng.  
Consultant Project Manager  
HDR  
100 York Boulevard, Suite 300  
Richmond Hill, ON L4B 1J8  
Phone: 905-882-4100 ext. 5234  
Email: [carl.wong@hdrinc.com](mailto:carl.wong@hdrinc.com)



**Welcome to the**

**Public Open  
House #2**

**for the**

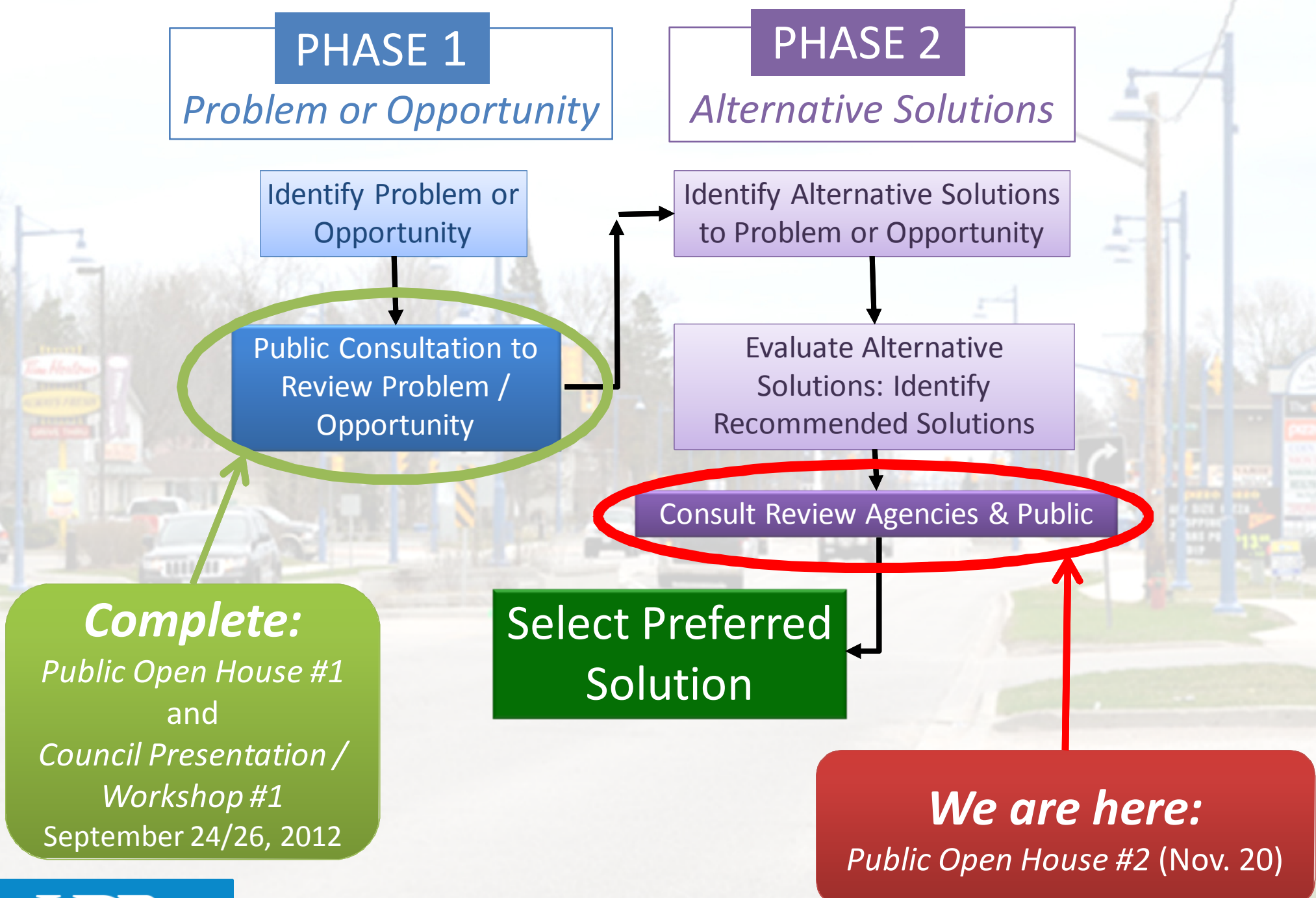
**Town of Innisfil  
Transportation  
Master Plan Study**

**November 20, 2012**

# What is a Transportation Master Plan (TMP)?

- Long term (20 year), town-wide plan;
- Planning for drivers, pedestrians, cyclists and transit users;
- Provides input to the Official Plan;
- Will allow the Town to make informed decisions on transportation issues affecting the community; and
- Follows Phase 1 and 2 of the *Municipal Class Environmental Assessment Process*.

## TMP planning process





## What we heard from the Public Open House #1 and TMP On-line Survey

1. Majority of respondents **want new GO transit station and local transit service in Innisfil.**
2. Local Transit is needed for **work, medical, school, recreation, and shopping trips** especially for youth, adults, and seniors without access to a vehicle
3. Local Transit is also needed because of **road congestion and lack of sidewalks/trails**
4. Big Bay Point and Sandy Cove will need transit services since many of the residents are elderly and **taxi service would be cost prohibitive** to get around.
5. Residents recognize the potential **cost burden of providing public transit service** on town and residents. Taxpayers don't want to pay for services that are underutilized.
6. Residents also **want more trails and sidewalks** (particularly to recreation centre) including snowmobile trails.
7. Respondents recognize that **improved safety and mobility** for youth, students, elderly and those without access to vehicles is needed.
8. **Key destinations for improved mobility and access:**
  - a) Barrie
  - b) YMCA / Recreation Centre
  - c) Connecting to GO bus along Yonge
  - d) Downtown Alcona and Innisfil Beach Park
  - e) New GO Station
  - f) Connecting communities within Innisfil

***It's not too late to fill out the Online Survey. Please check out [www.innisfiltmp.ca/](http://www.innisfiltmp.ca/) or feel free to fill out the comment form!***

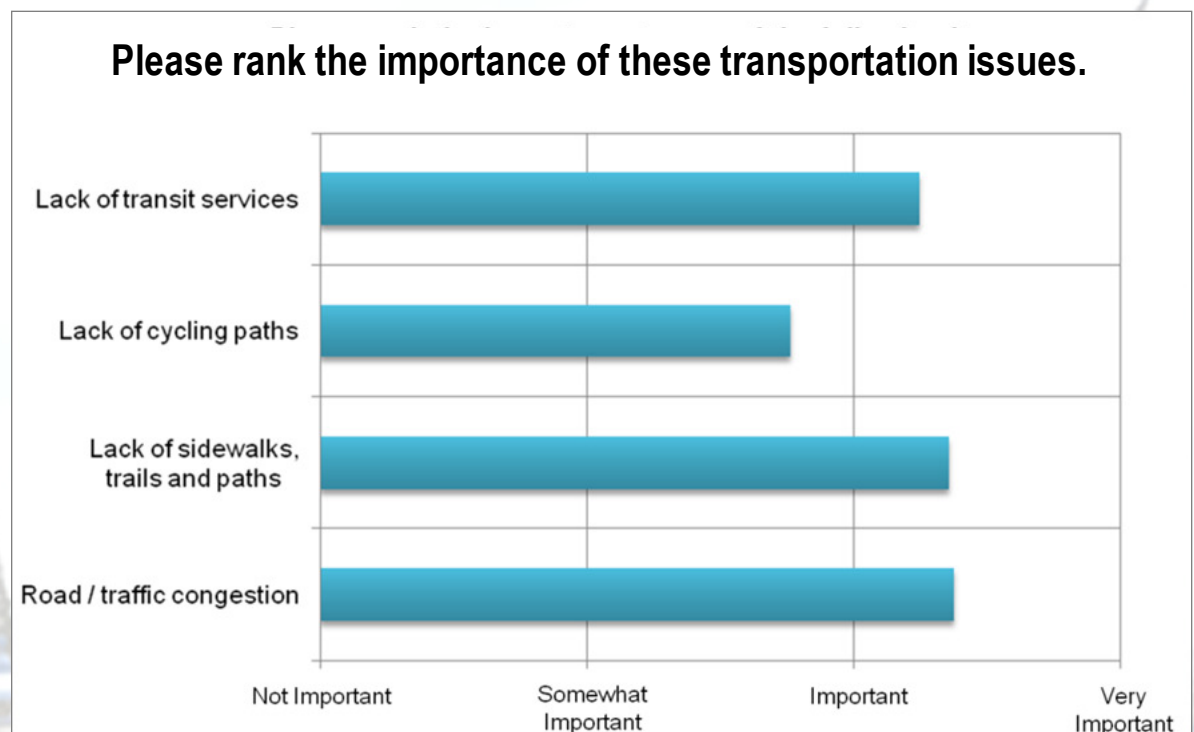
# Transportation Master Plan On-Line Questionnaire – Sample Results

- An online and paper-based survey conducted since June 22, 2012
- 12 questions
- About 800 responses to date
- Accessible via project’s website at [www.innisfilTMP.ca](http://www.innisfilTMP.ca) and Town’s website

## What are the Key Transportation Issues?

### Most important

- **Lack of trails and sidewalks;**
  - Road safety surrounding schools;
- **Traffic congestion; and**
- **Lack of transit services.**

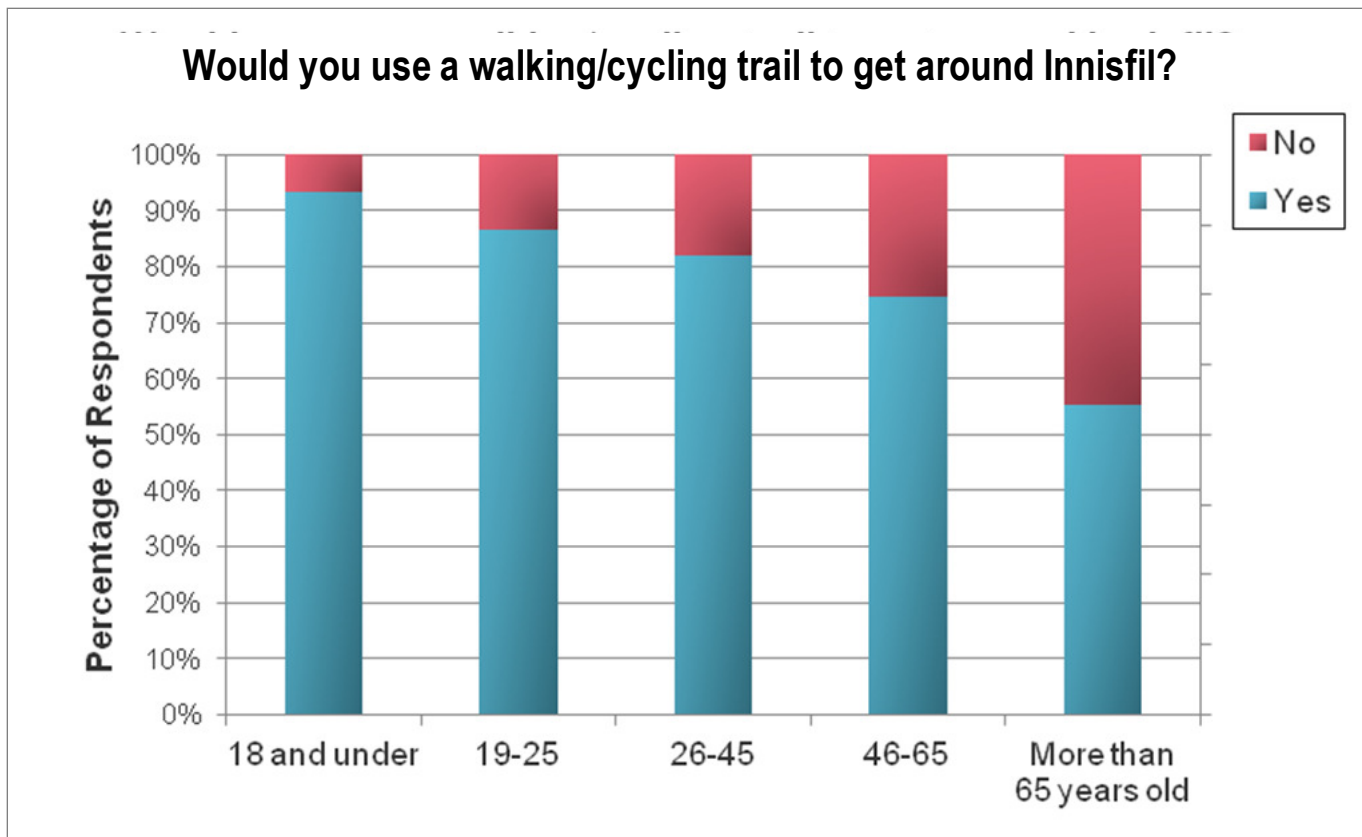


### Important

- **Lack of cycling paths;**
- Traffic cutting through residential streets;
- Speeding;
- Road maintenance; and
- Pavement markings and signage.



# Innisfil Residents Want Alternatives to their Car

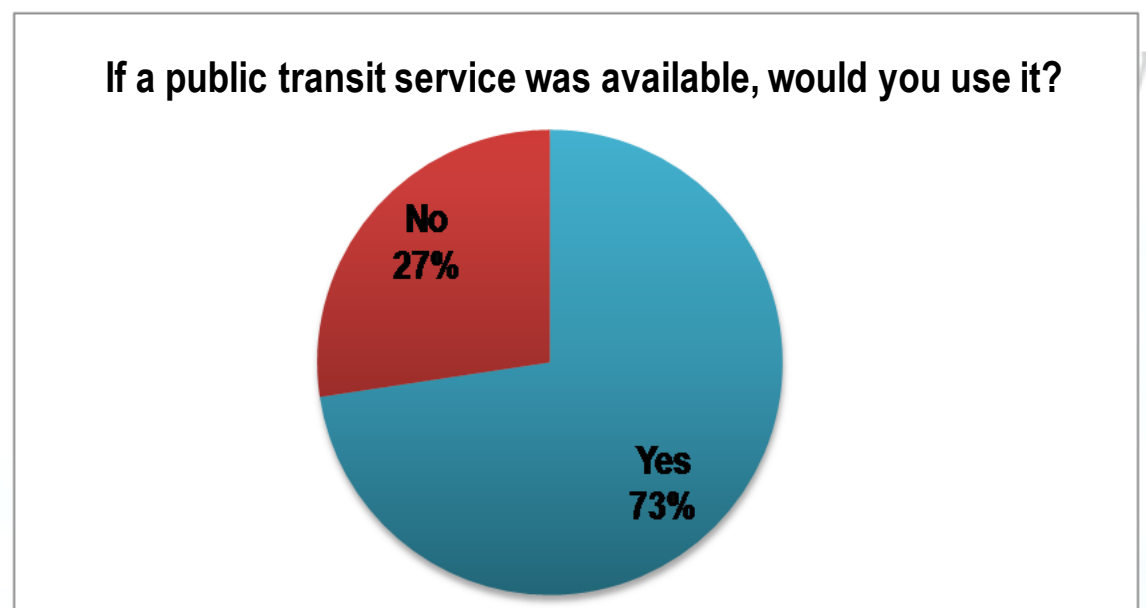


## Sidewalks and Trails?

- Most residents surveyed are willing to walk and cycle more

## Local Transit for Innisfil?

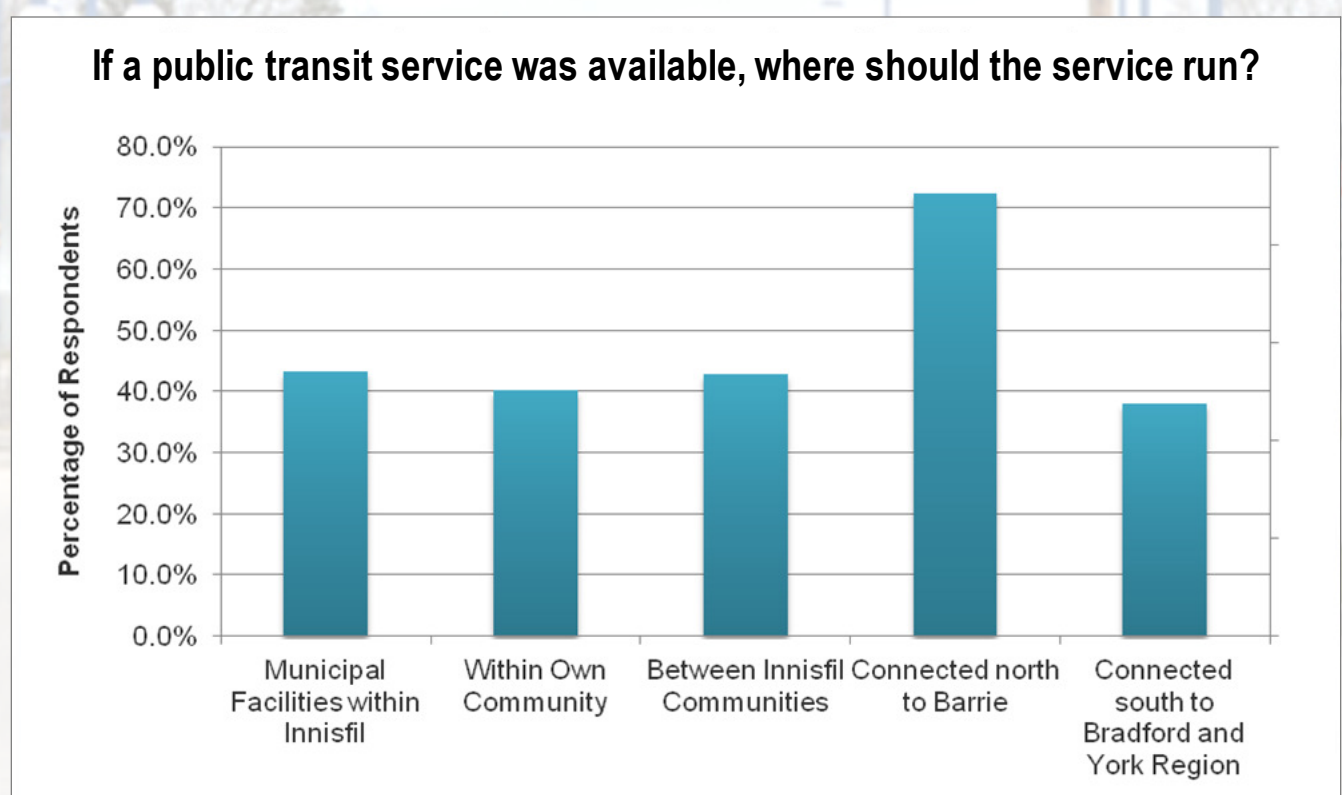
- 73% of respondents support public transit



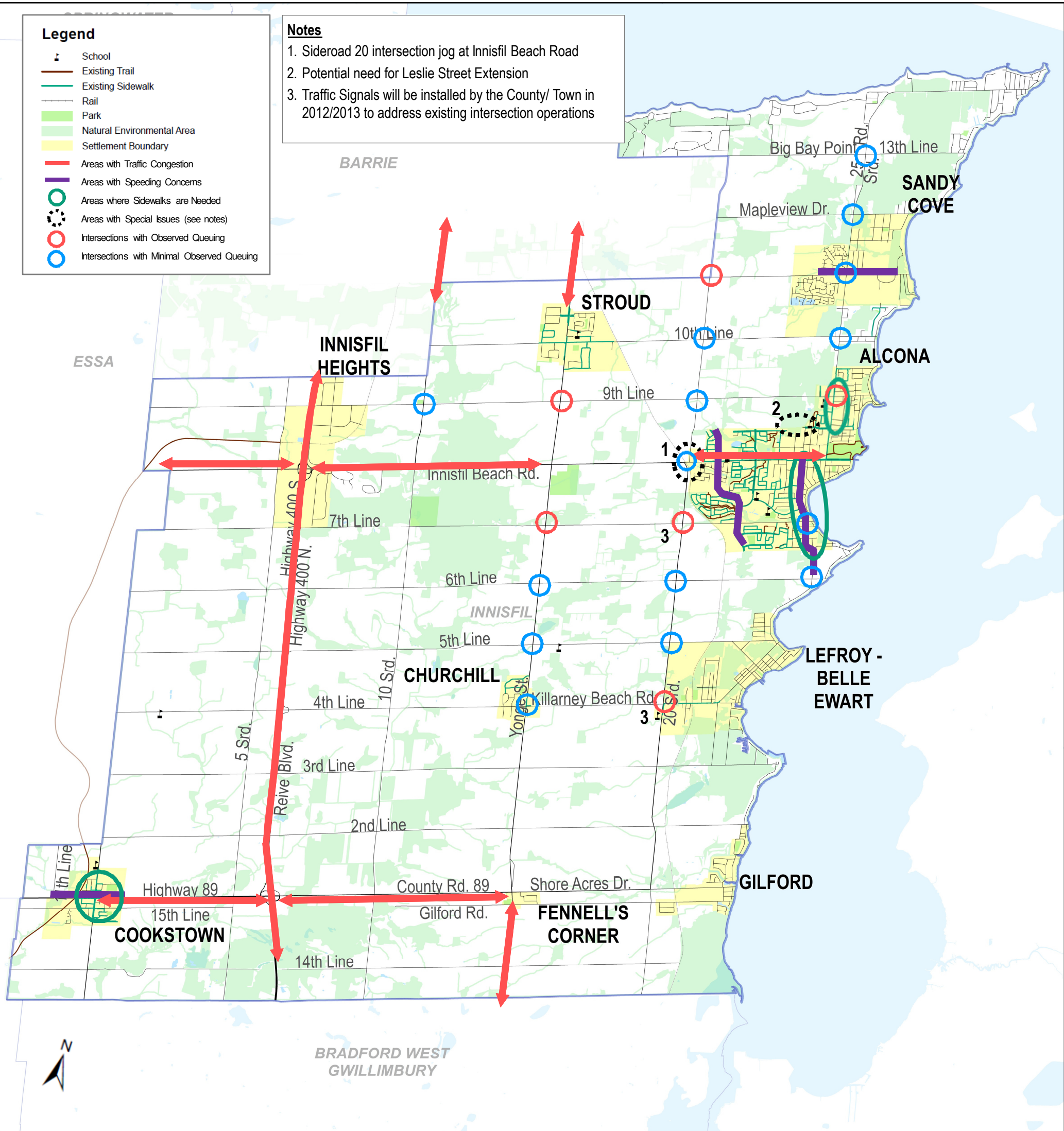
## Where would it run?

A strong desire for connections with:

- Barrie (*over 70%* of respondents)
- Municipal facilities (Recreational Complex)
- Within communities
- Between Communities
- To Bradford or York Region



# Existing Transportation Issues to Address in the TMP



**Are there any other issues you would like to address? Please feel free to fill out the comment form and place in the comment box or send it to us!**



## A Transportation Vision for Innisfil

At Public Open House #1, we asked for your input on a Transportation Vision for Innisfil and presented three sample vision statements for your consideration.

Based on your input, we have selected Statement #2.

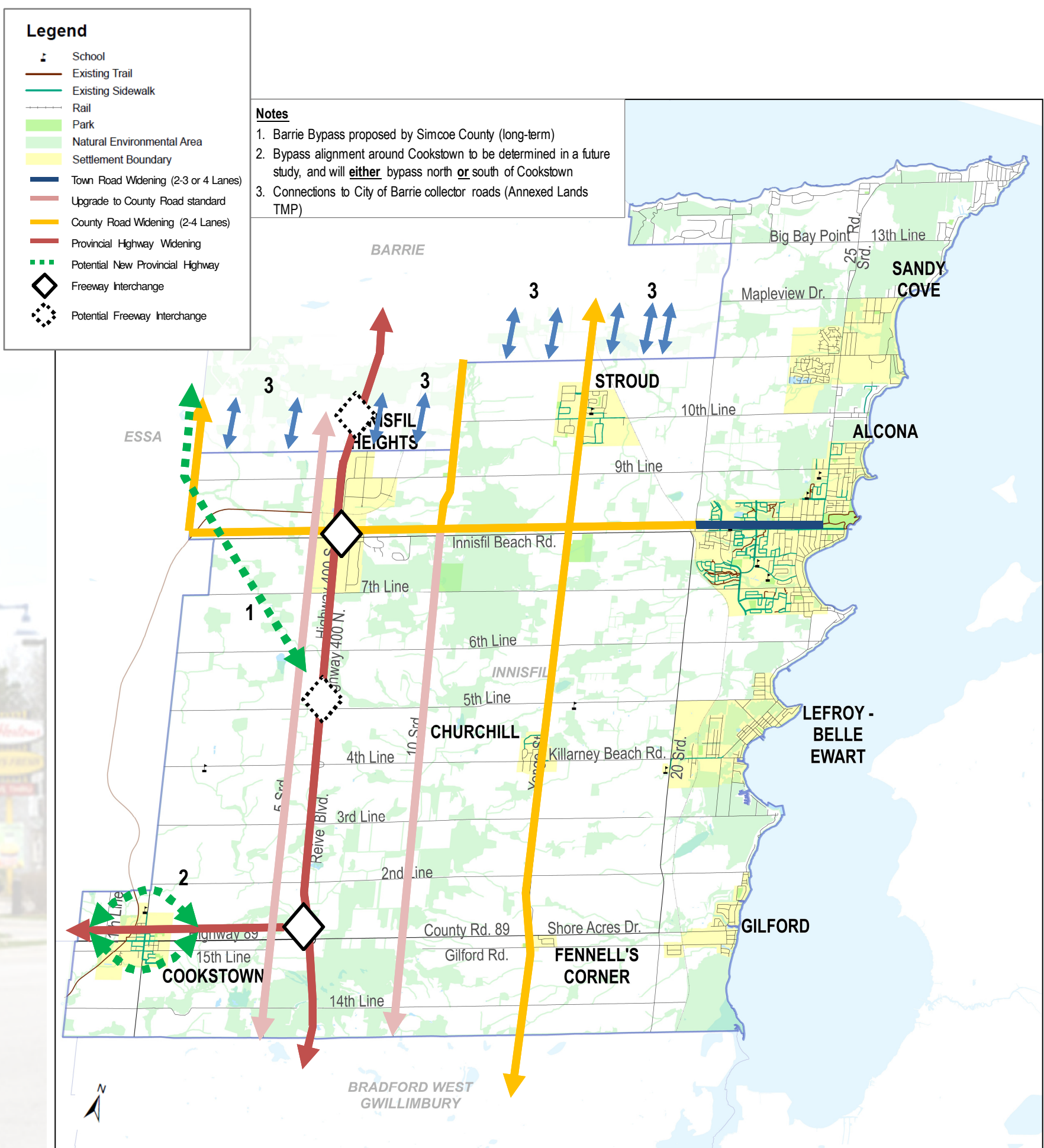
1. Innisfil has a safe, sustainable, and efficient multi-modal transportation system that provides for the mobility and accessibility of people, goods and services.

***2. Innisfil's transportation network connects people and communities, fostering healthy living and operating efficiently across the Town as an environmentally and financially sustainable system.***

3. Innisfil's transportation network provides the safe and efficient movement of people and goods, enhances economic vitality, and improves the quality of life for the people that live and visit our Town.

# Planned Road Network

- Town roads may need improvements to support Provincial, County, and Town growth plans
- This study will determine whether additional improvements are required



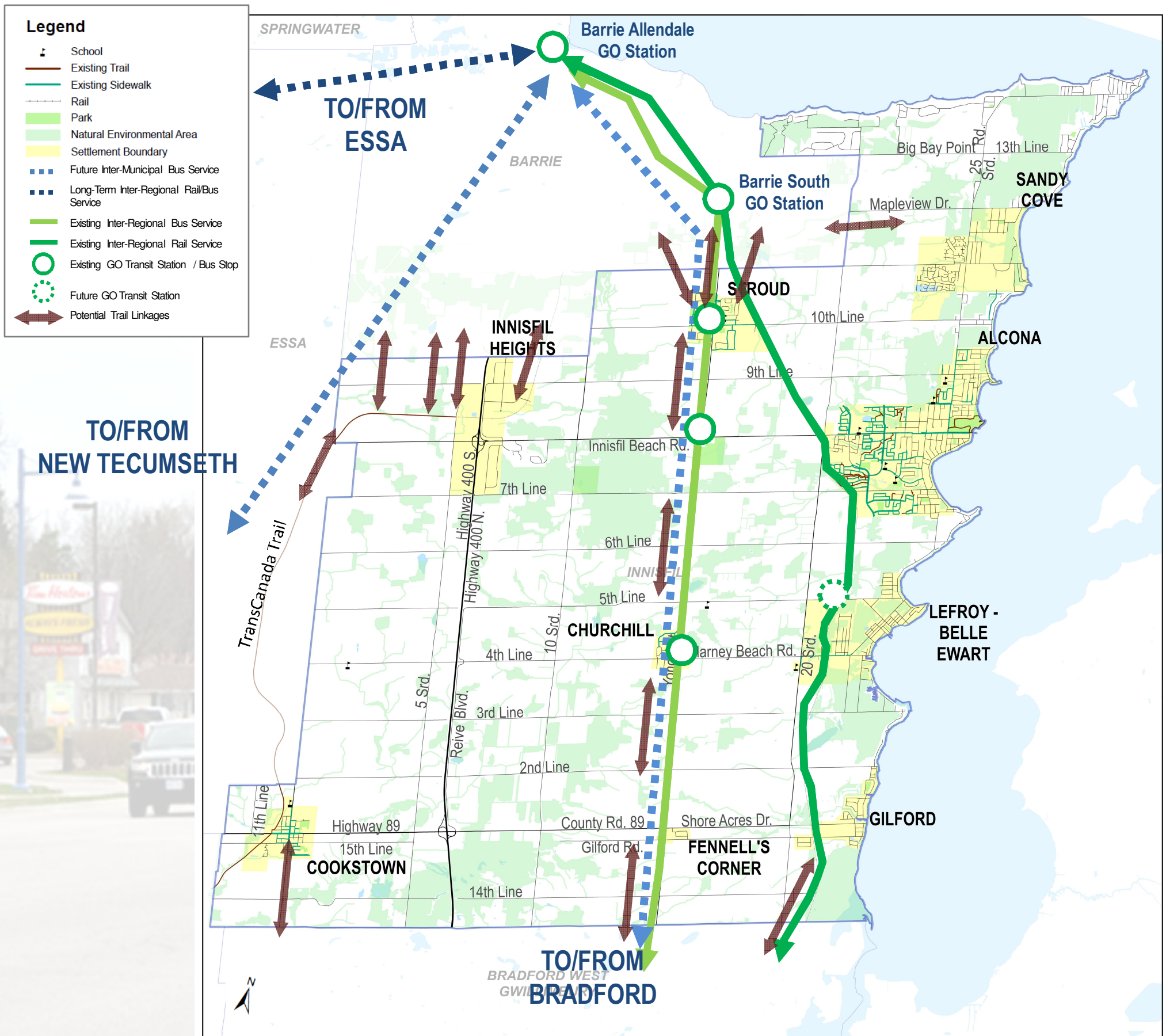


# Future Planned Transit and Active Transportation

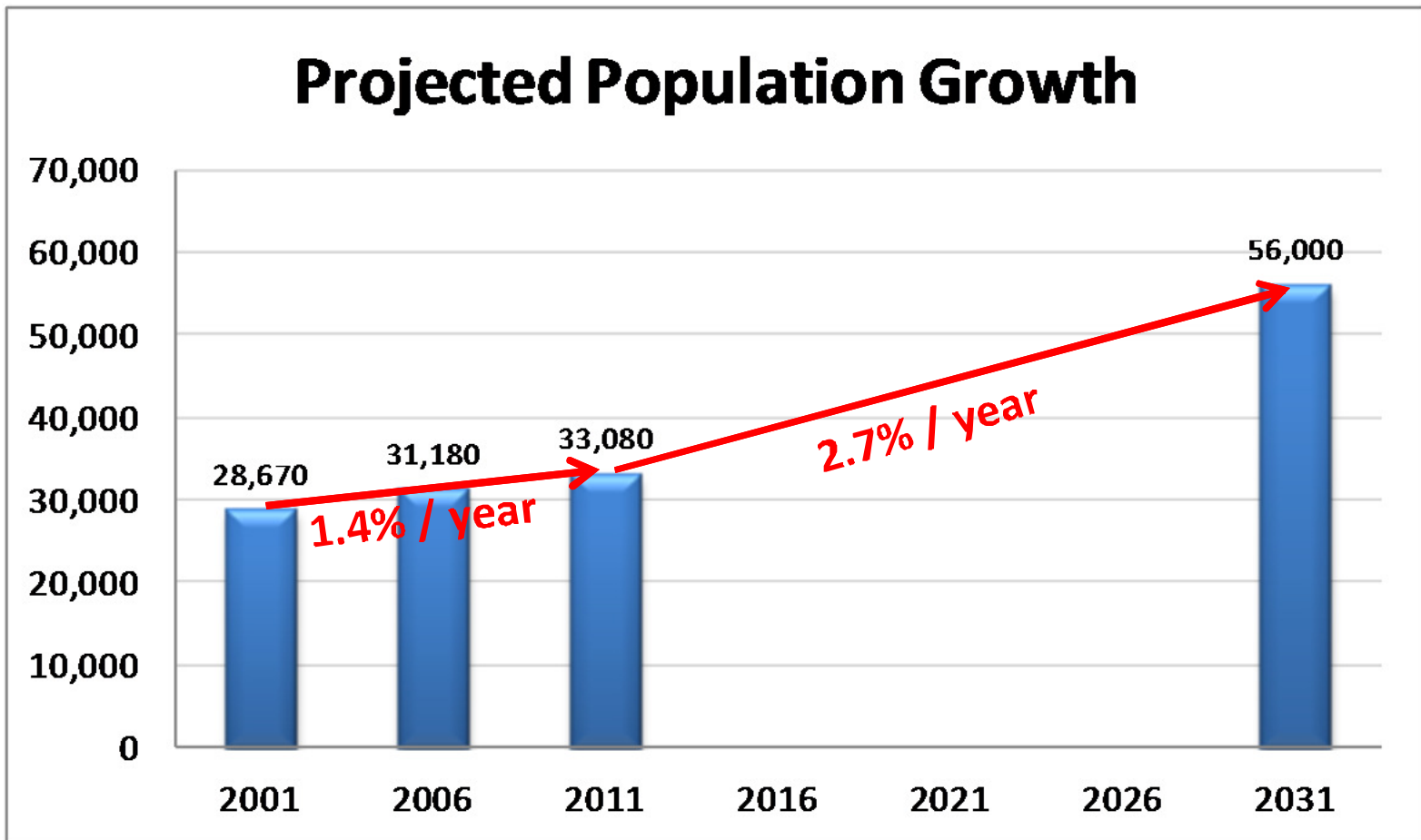
## Metrolinx and County plans will help serve Innisfil's Transit Needs

- Proposed Innisfil GO Transit Station at Belle Aire Beach Road
- New inter-municipal bus service
- Improved GO service frequencies
- Opportunity for the Town to build on these plans

## Opportunity to connect Innisfil's trail system with planned trails in Barrie and Bradford



## Innisfil will Continue to Grow



- The Provincial Growth Plan projects 56,000 residents and 13,100 jobs for Innisfil by 2031
- The Transportation Vision for the Town must accommodate these growth projections

## Planning Alternatives

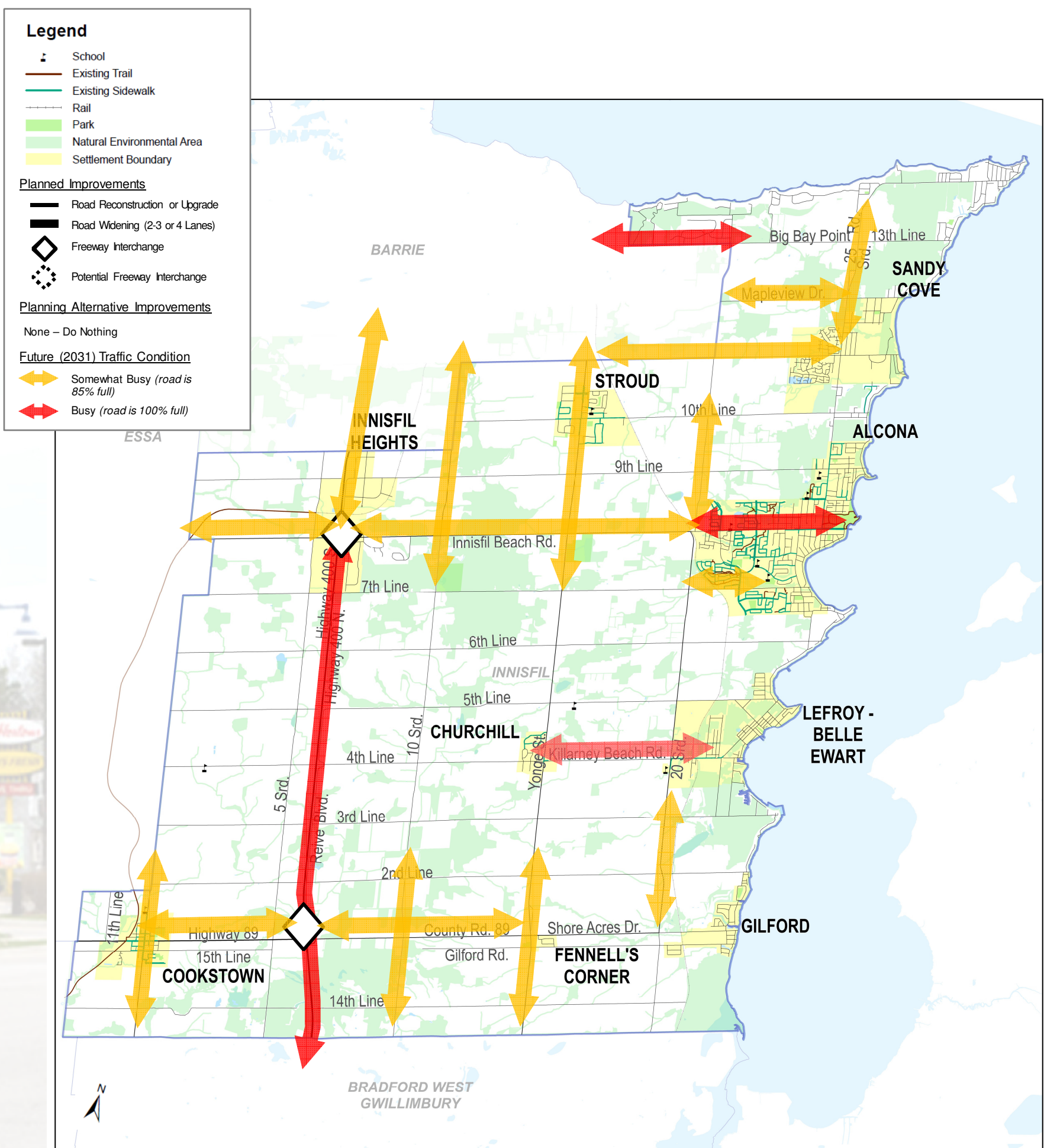
Four Planning Alternatives have been identified to meet the Town's future transportation needs:

1. **Do-Nothing** – do not build any improvements
2. **Business As Usual** – build only currently planned road improvements by MTO and County
3. **Balanced Approach** – invest in Town road improvements but also build more trails, bike lanes, sidewalks and implement Travel Demand Management strategies (i.e. encourage carpools, working from home, etc.)
4. **Aggressive Approach** – Alternative 3 plus investment in local transit network and service



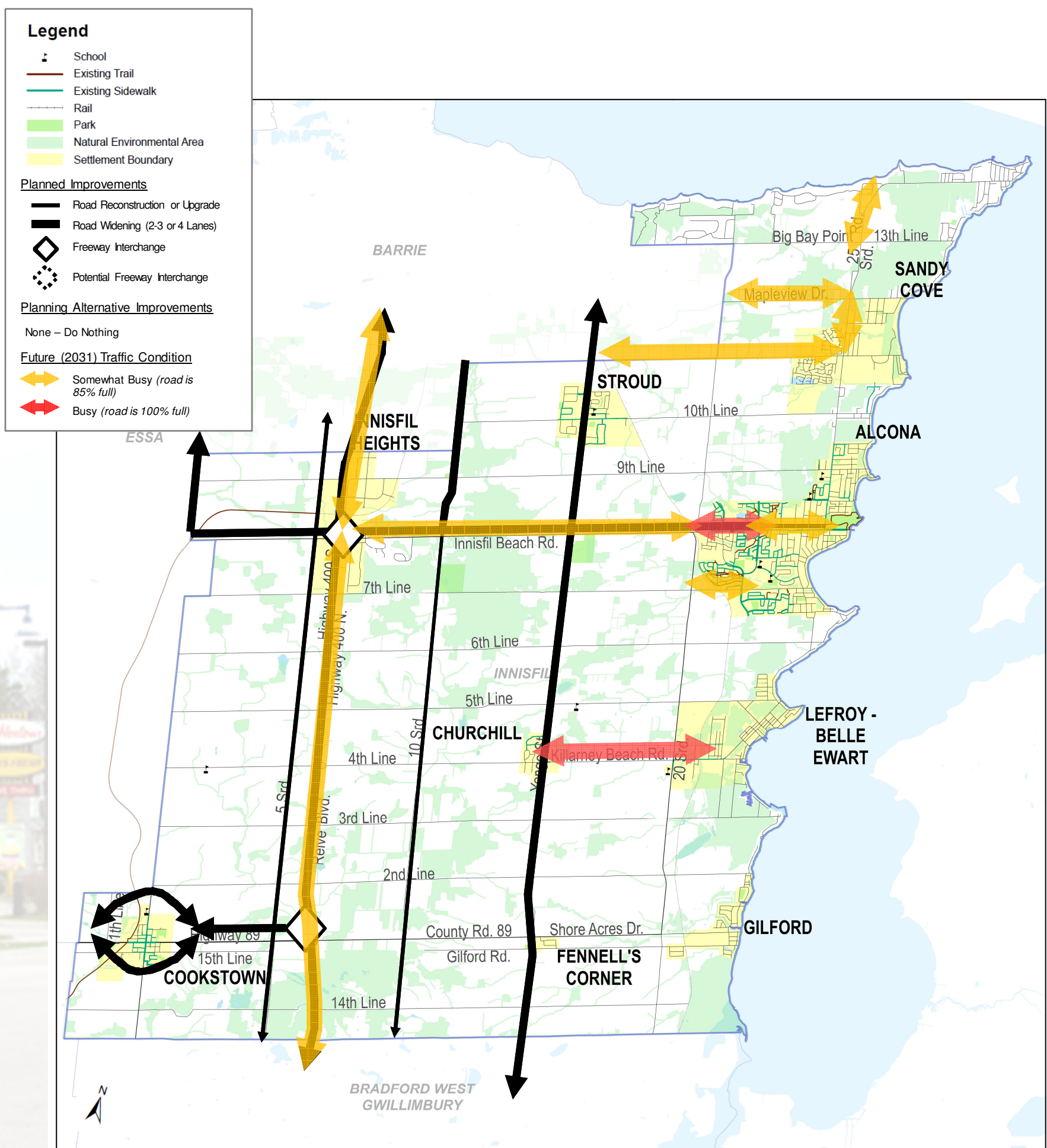
# Alternative 1 – Do Nothing

- There will be many busy roads throughout the Town if no improvements are made



# Alternative 2 – Business As Usual

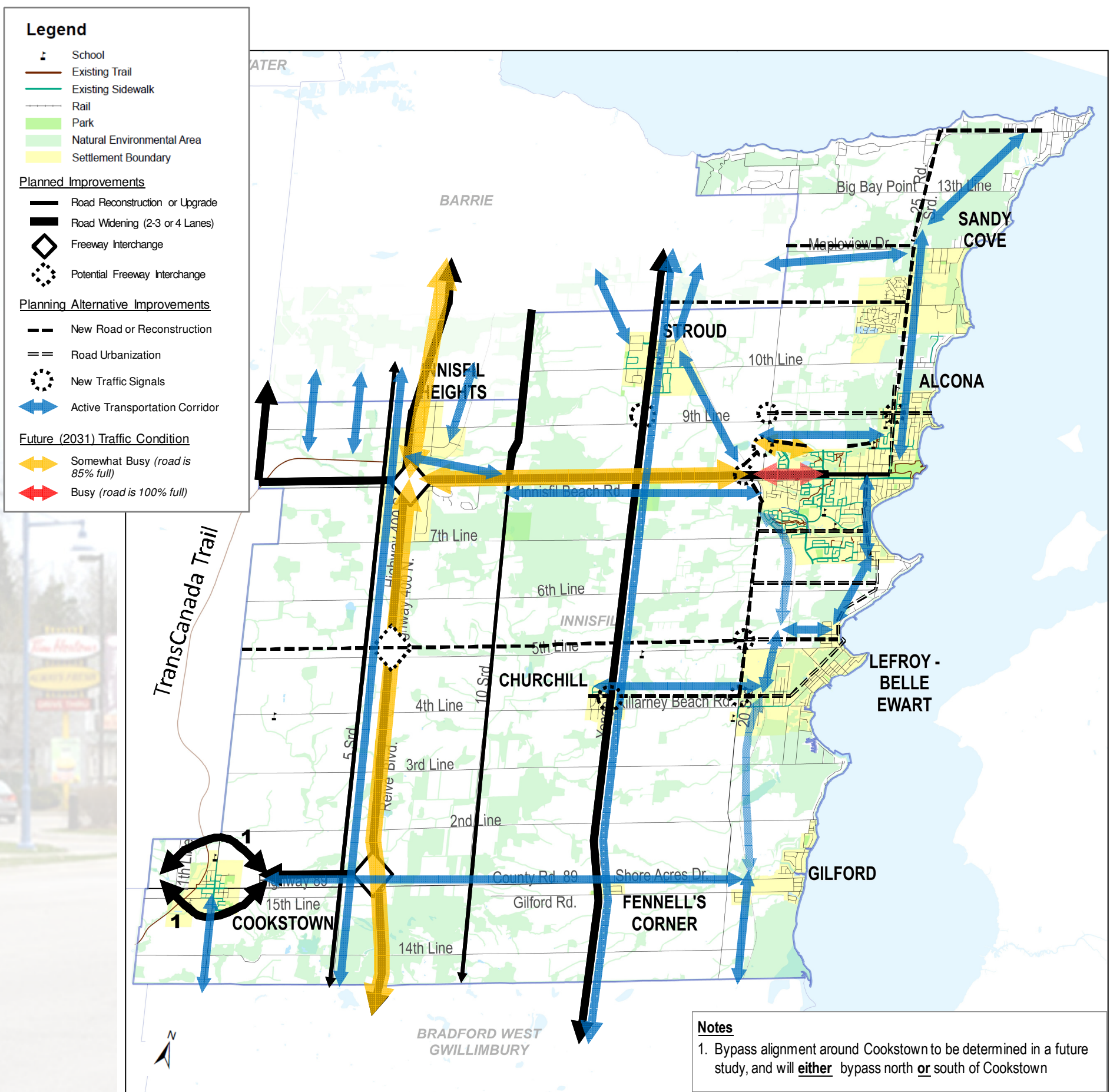
- Even with Provincial and County improvements, there will be some busy roads
- Particularly east-west traffic on town roads





## Alternative 3 – Balanced Approach

- Invest in local Town road improvements
- Invest in Active Transportation infrastructure (sidewalks, trails, bike lanes, multi-use paths)
  - To provide mobility and safety for non-motorists, connect the Innisfil communities, the Recreation Complex, TransCanada Trail and Barrie and Bradford
- Implement Travel Demand Management (TDM) measures
  - Carpool, bike-to-work, work from home programs, etc., will help to reduce traffic





# Focus Areas of Road Improvements

## Leslie Drive Extension

- Service corridor recommended in the EA study
- Road corridor deferred
- Major collector road in OP
- Along with Jans Blvd, provides collector road network for development up to 9<sup>th</sup> Line



## 20<sup>th</sup> Sideroad Realignment and Leslie Drive Western Extension

- Improved north-south traffic flow on 20<sup>th</sup> Sdrd
- Completion of Leslie Drive as a major collector road
- Leslie Drive can be a continuous active transportation corridor

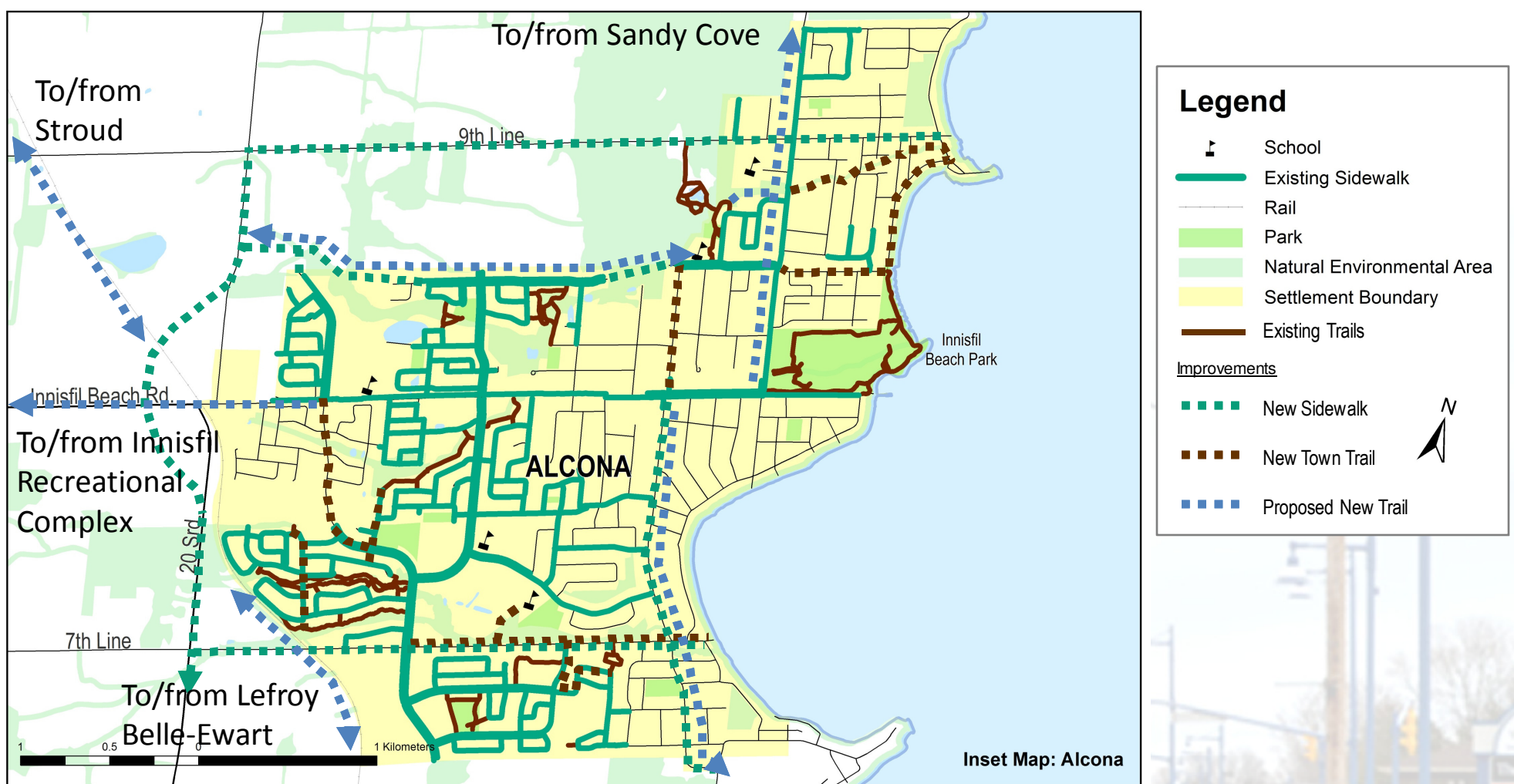




# Focus on Active Transportation Improvements in Alcona

## How can we improve the existing sidewalks and trails within Alcona?

- Alcona already has an existing network of sidewalks and trails
- Building on this network to ensure access and safety for all parts of Alcona
- Extension of existing sidewalks and trails to connect to other communities in Innisfil



***Do you have suggestions to improve sidewalks or trails in your community?***

***Please fill out the comment form and place in the comment box or send it to us!***

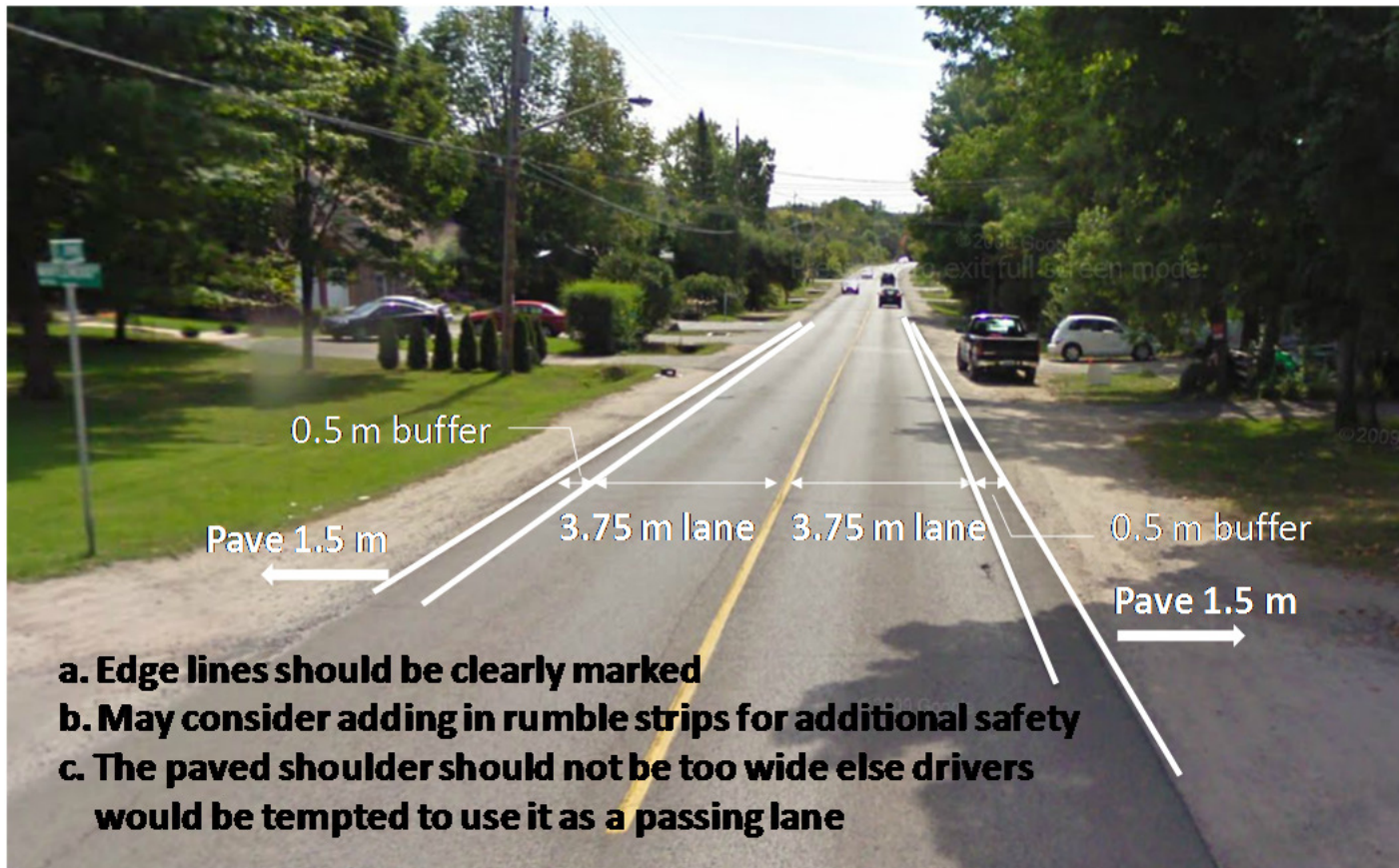


# Active Transportation Improvements - Examples

How can we incorporate active transportation improvements on existing roads?

## *Paved Shoulders on St. Johns Road*

- Interim solution prior to reconstruction / urbanization



## *Innisfil Beach Road Active Transportation Corridor Options*

- On-Road bike lanes
- Off-Road multi-use trail

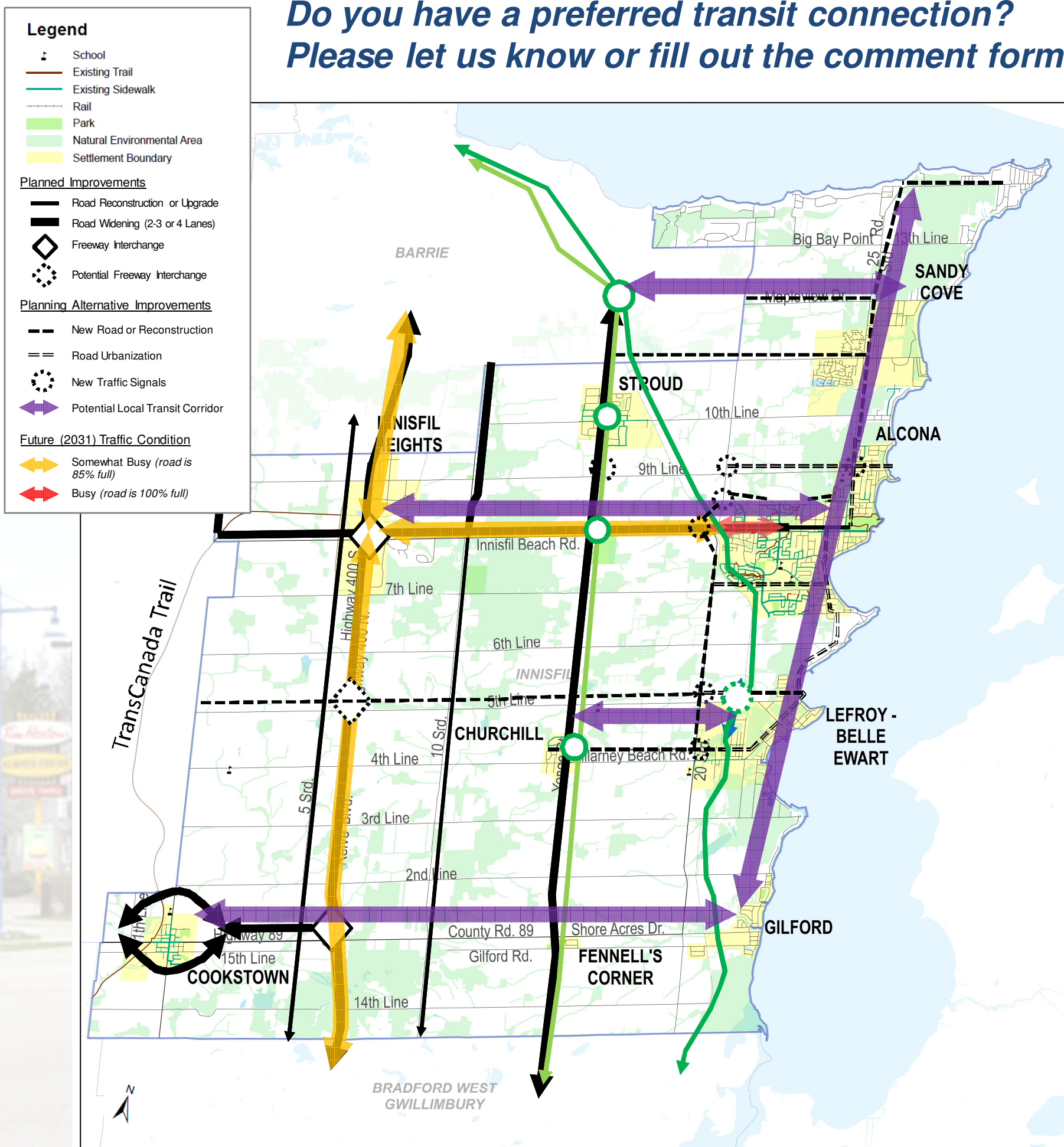




# Alternative 4 – Aggressive Approach

- Builds on Alternative 3 road improvements, active transportation network, and TDM strategies
- Explores opportunities for developing an Innisfil Local Transit System to improve mobility / access
- Conceptual corridors are shown below

*Do you have a preferred transit connection?  
Please let us know or fill out the comment form!*





# Evaluation of the Alternatives

*We evaluated each alternative based on 5 major criteria:*

## Transportation Service

- Does the transportation network efficiently move both people and goods?
- Does the network provide access to all people and ensure their safety?
- Are there opportunities to walk and cycle throughout the Town?

## Natural Environment

- Protect natural environment areas, local streams and aquatic resources, and air quality

## Policy Environment

- Compatibility with provincial Growth Plan and Simcoe County objectives
- Meet's the Town's Official Plan, Inspiring Innisfil 2020, and other planning policy objectives

## Socio-Economic Environment

- Minimizes property requirements
- Supports the existing and potential business community
- Maximizes land development potential and provides opportunities for planned growth

## Financial Implications

Does Not Meet Criterion Meets Criterion

- Minimize capital and maintenance costs, and impacts to the residential tax base

*This is how we rated the alternatives:*

Criterion	Do Nothing	Business As Usual	Balanced Approach	Aggressive Approach
Transportation Service				
Natural Environment				
Policy Environment				
Socio-Economic Environment				
Financial Implications				

Does Not Meet Criterion Meets Criterion

*How would you rate these options?*

*Please fill out the comment form and place in the comment box or send it to us!*



# Traffic Calming Policy

- A Traffic Calming Policy has been proposed that provides a framework for addressing speeding concerns on Town roadways
- The recommended Policy suggests the following be considered to reduce speeding behaviour (in order of application):

## 1. Enforcement



## 2. Temporary Measures



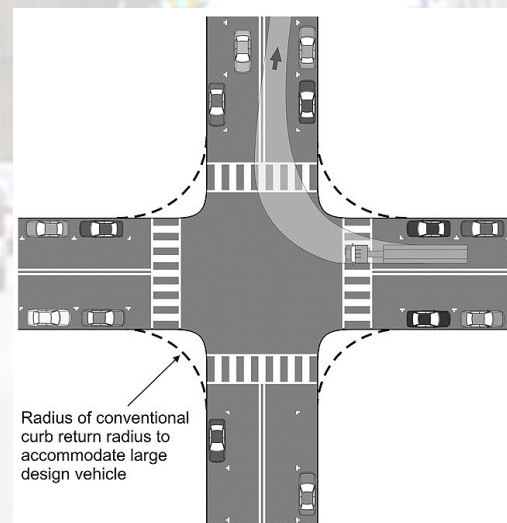
Rubber Speed Cushions

Radar Speed Advisory Boards

## 3. Permanent Measures



Curb Extensions



Curb Radius Reductions



# Traffic Calming Policy

## 3. Permanent Measures



Textured Crosswalks



Raised Intersections



Traffic Circles



Raised Median Islands

## Warrant Criteria for Permanent Measures

- Local and collector residential roadways
- 85th percentile speed greater than 10 km/h over the posted speed limit of the roadway
- Vehicle volume greater than 900 vehicles per day
- Vehicle volume must be less than 5,000 vehicles per day within a 5 year horizon period
- Roadway is not a transit route
- Road grade less than 5%
- Street length must exceed 120 metres between controlled intersections
- Continuous sidewalks on at least one side of the street



## All-Way Stop Control Policy

- The purpose of All-Way Stop Control is to provide gaps for side street traffic and/or pedestrians where two similar roadways meet
- Do not adopt all-way stop control:
  - To control speeds (or for Traffic Calming)
  - For posted speed limits > 60 km/h
  - At intersections with challenging geometry
  - On grades
- Use Provincial OTM (Ontario Traffic Manual) warrant for Arterials and Collectors
- Must count traffic for 4 highest hours to determine if volumes and delays satisfy warrants
- Provincial warrant based on 30 seconds of side street delay
- We recommend warrant thresholds be based on 20 seconds for Local Roads



## Community Safety Zone Policy

- The purpose is to inform drivers of a zone where safety is paramount
- Fines for moving violations are doubled
- Selective and appropriate deployment is most effective as the over use of these zones will reduce their effectiveness
- Restrict size of zones to areas around:
  - Schools,
  - Child care centres,
  - Playgrounds,
  - Parks,
  - Hospitals,
  - Senior's residences,
  - Collision prone locations





## Speed Limit Policy - Rural

- Statutory speed limit is 80 km/h in rural areas
- Posted Speed Limits on rural roads should be set at 80 km/h unless a reduced speed designation is appropriate due to:
  - School zones
  - Geometric characteristics
  - To match other adjacent roads
  - Safety and/or operational issues apply



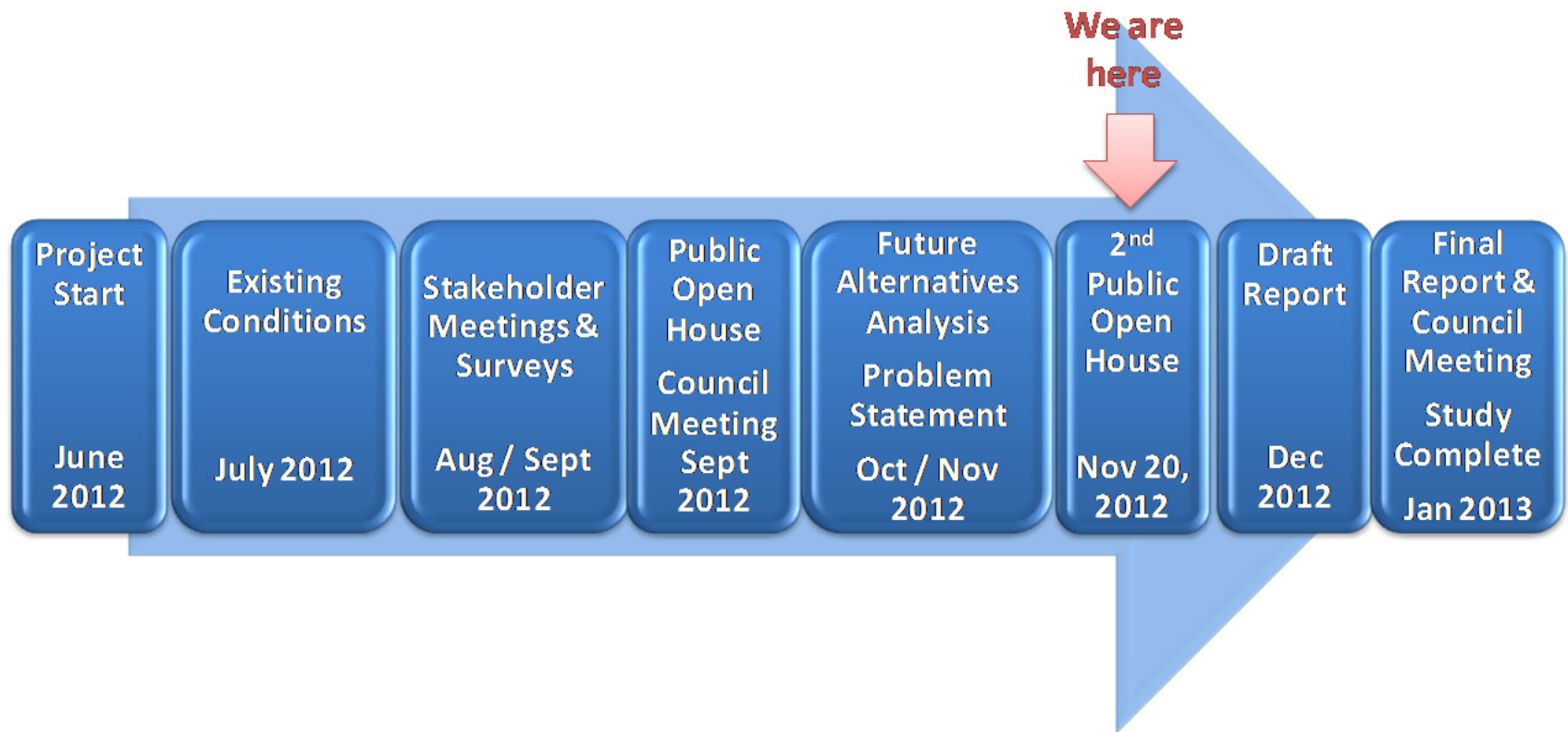
## Speed Limit Policy - Urban

- Statutory speed limit is 50 km/h in urban areas
- Urban roads should be posted at:
  - 50 km/h for local and collector roads and
  - 60 km/h for arterial roads
- Reduced speed designations (to 40km/h) may be appropriate due to:
  - School Zones
  - Geometry
  - To match other adjacent roads





## Moving Forward...



## Contact us!

### Project Manager

**Amber Parnell, BSc., C.E.T.**

Town of Innisfil

2101 Innisfil Beach Road

Innisfil, ON L9S 1A1

Phone: 705-436-3740 x 3234

Email: [aparnell@innisfil.ca](mailto:aparnell@innisfil.ca)

### Consultant Project Manager

**Carl Wong, P.Eng**

HDR Corporation

100 York Blvd., Suite 300

Richmond Hill, ON L4B 1J8

Phone: 905-882-4100 x 5234

Email: [Carl.Wong@hdrinc.com](mailto:Carl.Wong@hdrinc.com)

Visit our website at: <http://www.innisfiltmp.ca>

# Thank you!

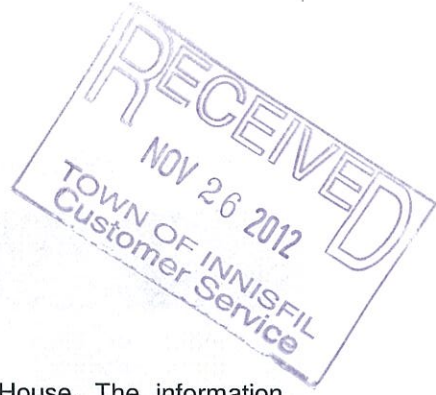
Your input is very valuable to us.

Comments and suggestions are greatly appreciated,  
and will be accepted until November 27, 2012.





**Town of Innisfil  
Transportation Master Plan Study  
Public Open House No. 2  
November 20, 2012**



**Comments / Questionnaire**

Thank you for attending today's Transportation Master Plan Study Open House. The information displayed at today's Open House will be available at the following website: <http://www.innisfiltmp.ca/>

It would be appreciated if you would answer the following questions and drop them off in the box provided tonight or mail/email them, **by November 27, 2012** to:

Project Manager  
**Amber Parnell**, BSc., C.E.T.  
Town of Innisfil  
2101 Innisfil Beach Road  
Innisfil, ON L9S 1A1  
Phone: 705-436-3740 x 3234  
Email: [aparnell@innisfil.ca](mailto:aparnell@innisfil.ca)

Consultant Project Manager  
**Carl Wong**, P.Eng.  
HDR Corporation  
100 York Blvd., Suite 300  
Richmond Hill, ON L4B 1J8  
Phone: 905-882-4100 x 5234  
Email: [Carl.Wong@hdrinc.com](mailto:Carl.Wong@hdrinc.com)

**Your Comments Please!**

Please provide your comments about the information presented during the Open House.

**1. Do you have any comments regarding the existing issues presented?**

*SHORT TERM + LONG TERM OPPORTUNITIES*  
*1. SHORT TERM - REDUCE WIDTH OF LANES ON ST. JOHNS ROAD AND INSTALL WALKING OR CYCLE LANES ON EACH SIDE AS PER PRESENTATION - SLOW TRAFFIC DOWN - EVEN IF IT MEANS RUBBER SPEED BUMPS*  
*2. CURTAIL HEAVY TRUCK TRAFFIC IN COOKSTOWN DURING THE WEEKEND*  
*3. IMPERATIVE TOWN BE BROUGHT TOGETHER VIA TRAILS / TRANSPORTATION*

**2. Do you have any comments regarding the Town's Transportation Vision?**

*1. SLOW TO REACT TO GO OPPORTUNITY*  
*2. SHORT TERM SHUTTLE SERVICE TO BARRIE / COOKSTOWN GUILFORD ETC*

**3. Do you have any comments regarding the Planning Alternatives presented?**

*DONT WASTE OPPORTUNITY - START TO ACT NOW*



4. How would you rate each of the Planning Alternatives?

Criterion	Do Nothing	Business As Usual	Balanced Approach	Aggressive Approach
Transportation Service			X (1)	
Natural Environment			X (5)	
Policy Environment			X (4)	
Socio-Economic Environment			X (3)	
Financial Implications			X (2)	
Overall Score			(2)	

Does Not Meet Criterion      Meets Criterion

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5. Do you have any comments on the Traffic Policies, or any other comments regarding the material and displays you have seen today?

EXCELLENT

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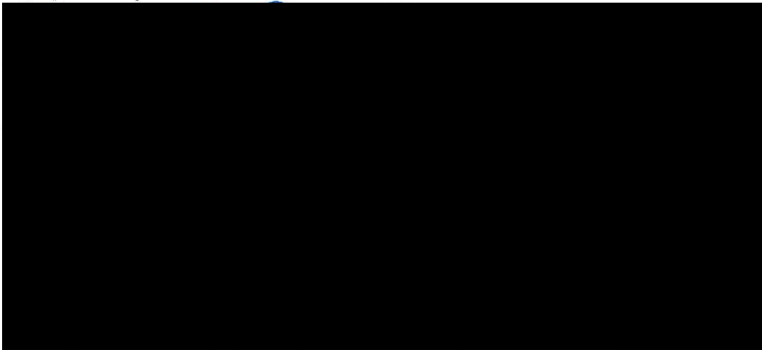
Contact Information (Optional)

Name:

Address:

Phone Number:

Email:



Would you like to be added to our Innisfil TMP mailing list?

YES

NO

To fulfill Environmental Assessment Act requirements, we will maintain your comments on file for use during this Study and may include them in Study documentation. With the exception of personal information, all comments received will become part of the public record. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*.