

**Innisfil Traffic Calming Project
Consultation Summary**

Attachment A:

Community Education and Engagement Plan

Town of Innisfil

Traffic Calming Strategy

Type of Document
Community Education and Engagement Plan

Project Number
BRM-606266-A0

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DRAFT

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1. Introduction

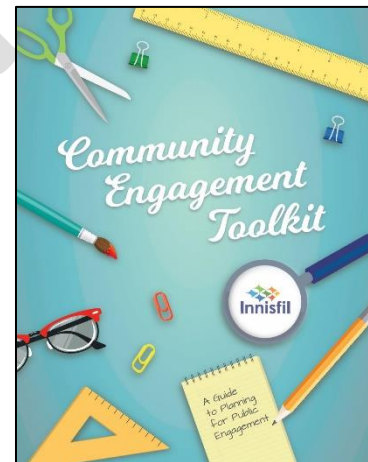
The Town of Innisfil has retained EXP to develop strategies for updating its traffic Calming Policy and to improve community safety for those living in and visiting the Town. The resulting traffic calming measures are to include a blend of the best proven techniques, new forward-thinking technologies, and custom-made strategies to address the community's needs.

There are six key tasks for this project, and they include:

- **Task A.1: Strategy Outline Report** - Review of Background Information, Best Practices and Emerging Technologies.
- **Task A.2 Pilot Project Program Implementation and Summary Report** - Development, implementation and evaluation of project pilots.
- **Task A.3: Design Guide for Traffic Calming** - Developing traffic calming standards and warrants;
- **Task A.4: Community Education and Engagement Plan** - Developing a Community Education and Engagement Plan (CEEP) to engage stakeholders in this process.
- **Task A.5: 10-Year Traffic Calming Program** - Developing implementation guidelines for traffic calming.
- **Task A.6: Traffic Calming Strategy Report**- Preparation of a report to summarize the outcomes of this study.

This CEEP was developed in consideration of the Town's Community Engagement Toolkit and forms the start of Task A.4. The CEEP describes how the general public and stakeholders will be engaged throughout the project. Its objectives include:

- Communicate the purpose and objectives of this project with the general public and key stakeholders;
- Engage key technical stakeholders in this process to obtain their inputs and feedback; and
- Consult with the general public to obtain their feedback on their traffic-related safety issues and the proposed solutions, for the purpose of feeding into the Traffic Calming Strategy.

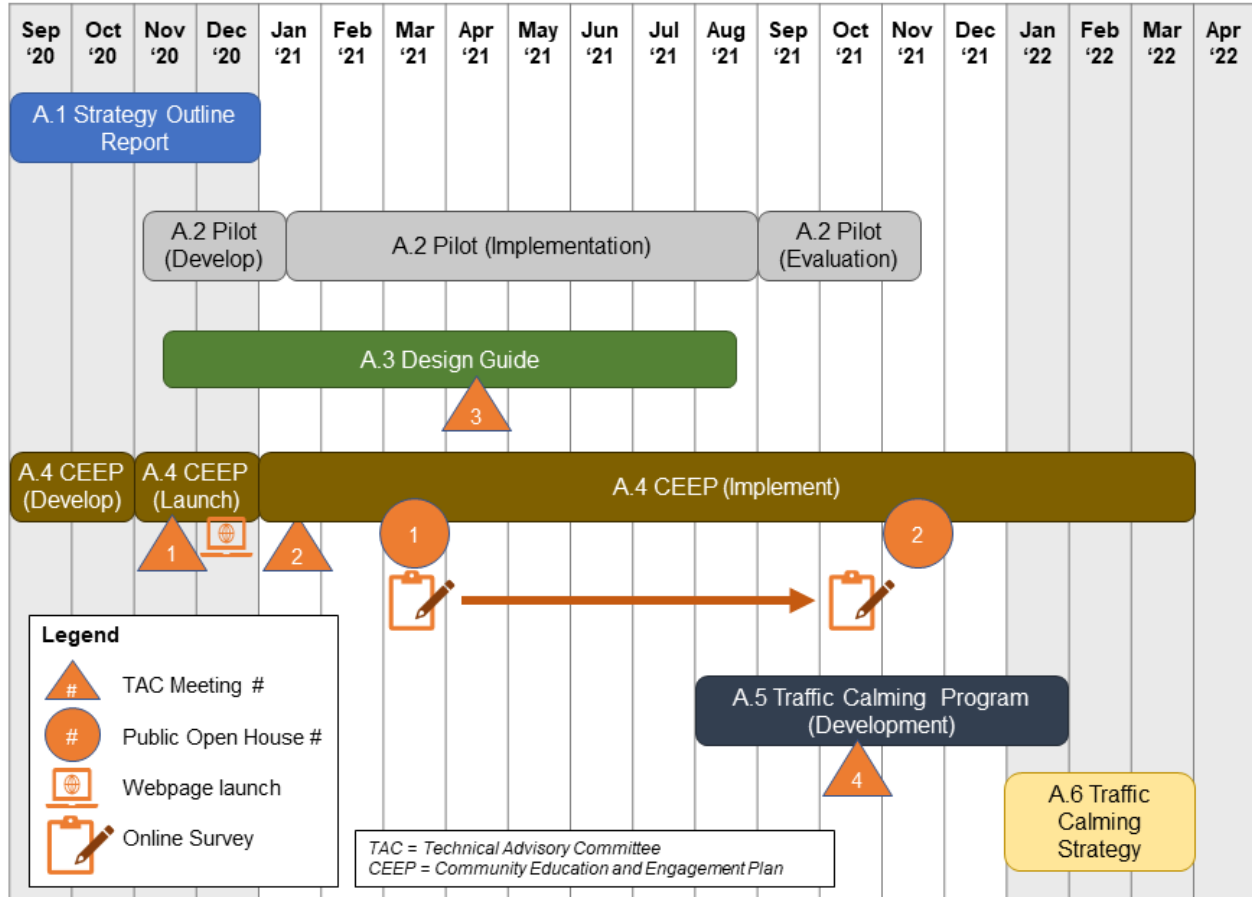


This community engagement will be important for the project as the public and interested stakeholders are context experts in the topic of traffic safety. The Town's Community Engagement Toolkit describes Context Experts as "... residents who experientially know about the issue and feel the impact it has on their everyday lives. These are individuals who know the community best and experience it day to day." The experiences and observations they will share with the project team will ensure their priority traffic safety issues are identified and addressed. The community's participation in this process will give them a better understanding of how traffic calming is managed in the Town. It will also allow them to influence the decision-making process on what traffic calming measures are selected and how they are implemented in their community.

Figure 1 illustrates the approximate timeline of the project tasks and key engagement activities. The

engagement activities are discussed in greater detail in Section 3.

Figure 1: Project Timeline



Note: Online survey would run for approximately 3 to 5 weeks within the period indicated. The exact timing of the survey will depend on the survey topics.

2. Stakeholder Groups

This project will include engagement of the general public and key stakeholders to communicate the objectives of this project and to obtain their feedback in the program development. Table 1 below presents a sample of proposed target groups. A full list of stakeholders is contained in the project's Stakeholder Register. For each target group, engagement objectives and associated engagement initiatives are outlined.

Table 1: Summary of Stakeholder Groups and Engagement Initiatives

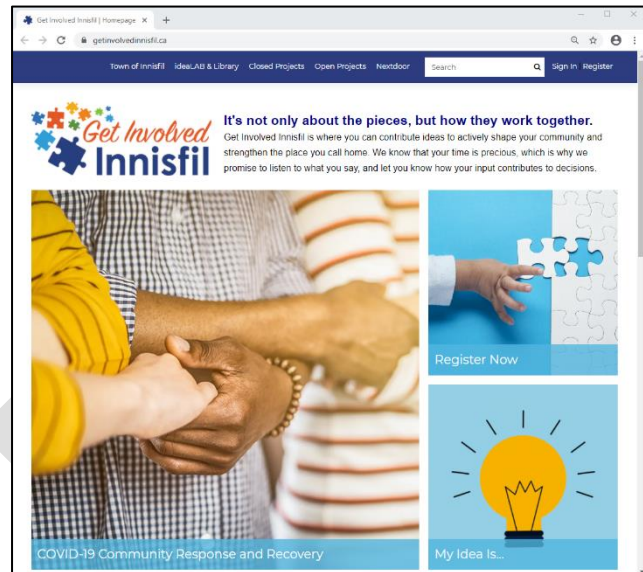
Sample Target Groups	Engagement Objectives	Engagement Initiatives
General Public <ul style="list-style-type: none"> Residents of Innisfil Commuters Local Businesses (including trucking and shipping businesses) Local residential community association(s) 	<ul style="list-style-type: none"> Identify traffic safety issues and concerns Obtain feedback on traffic calming measures Obtain buy-in on proposed traffic calming strategy 	<ul style="list-style-type: none"> Project Notices Information on Project <i>Get Involved Innisfil</i> Webpage Public Open House (POH) Online Survey
Local Organizations <ul style="list-style-type: none"> County and Catholic district school boards (in particular relevant committees) Schools in the Town of Innisfil Bicycle associations/groups Community watch Local seniors' associations Community Safety Groups Safe Route to school Advocacy groups Utility Companies 	<ul style="list-style-type: none"> Identify traffic safety issues and concerns Obtain feedback on traffic calming measures Obtain buy-in on proposed traffic calming strategy 	<ul style="list-style-type: none"> Project Notices Information on Project <i>Get Involved Innisfil</i> Webpage POH Technical Advisory Committee (where applicable) Online Survey Meetings, as needed On-going correspondence
Municipal Departments, Agencies and Stakeholders Municipal <ul style="list-style-type: none"> Town of Innisfil (staff, councillors, Capital Engineering, Development Engineering, Planning, and Operations, legal) Simcoe County (staff, councillors, Public Health, legal) Municipal committees: <ul style="list-style-type: none"> School Zone – Traffic Safety Advisory Committee Innisfil Youth Connex Committee Accessibility Advisory Committee Provincial <ul style="list-style-type: none"> Ministry of Municipal Affairs and Housing Other <ul style="list-style-type: none"> South Simcoe Police Innisfil Fire and Rescue County of Simcoe Paramedic Services Simcoe Muskoka District Health Unit 	<ul style="list-style-type: none"> Keep apprised of project, schedule, alternatives and decisions Identify issues and concerns Obtain buy-in/approvals Input into best practices and regulatory compliance 	<ul style="list-style-type: none"> Meetings (including Technical Advisory Committee) Project Notices Information on Project <i>Get Involved Innisfil</i> Webpage Ongoing correspondence as required

3. Engagement Activities

3.1. Project Webpage

A key element of this this engagement will be the posting of information about the project and pilot testing on a project webpage via the *Get Involved Innisfil* Website. This will include written information on the webpage as well as links to documents and reports, such as any relevant staff reports to council, existing relevant planning documents, or reports prepared for this project that are suitable for public consumption, among other items. EXP will work with the Town to develop this content, which may include:

- An overview of the project, including its purpose and why the Town is undertaking it;
- Project timeline;
- Contextual information, such as what traffic calming is and how it is managed by the Town;
- Project notifications;
- Online comment forms;
- An online survey; and
- Opportunities for public engagement, among other things.



The steps to implement the project webpage include:

- Prepare an outline for the initial website content, for the Town's review and posting;
- Town to confirm webpage requirements with the Town's Communications and Community Engagement Team / *Get Involved Innisfil* host;
- Prepare a schedule of topics and release dates; and
- Update the website as required.

3.2. Town of Innisfil Social Media

Where feasible, The Town will promote project activities through the Town's relevant social media platforms. These include:



- Facebook (<https://www.facebook.com/TownOfInnisfil/>);
- Twitter (<https://twitter.com/townofinnisfil>);
- Instagram (<https://www.instagram.com/townofinnisfil/?hl=en>);
- YouTube (https://www.youtube.com/channel/UCvnGbVPiftQjT8PmI2_2jpw); and
- Nextdoor (ca.nextdoor.com).

3.3. Technical Advisory Committee

A Technical Advisory Committee (TAC) will be formed to help guide the development of the Traffic Calming Strategy. Participation on the TAC would be invited to the following stakeholders:

- Town of Innisfil (in particular, staff from Capital Engineering, Development Engineering, Planning, and Operations);
- Town of Innisfil School Zone – Traffic Safety Advisory Committee;
- Accessibility Advisory Committee;
- County of Simcoe;
- South Simcoe Police;
- Innisfil Fire and Rescue;
- County of Simcoe Paramedic Services;
- Simcoe-Muskoka District Health Unit;
- Simcoe County District School Board
- Simcoe Muskoka Catholic District School Board;
- Community groups;
- Government agencies, as required; and
- Other possible stakeholders reviewed in consultation with the Town, such as representatives from local resident associations or parent councils at local schools.

Steps to implement the TAC include:

- Confirm the TAC invitation list, in consultation with Town staff;
- Develop a Terms of Reference (TOR) for the TAC, to ensure project team members and TAC invitees are clear on the role of the TAC;
- Develop and distribute the invitation package;
- Coordinate the TAC correspondence with the Town, to ensure a consistent message is communicated; and
- Develop an overall schedule for the TAC, indicating what consultation activities or topics would be undertaken at each meeting.

Given the current status of the COVID-19 pandemic, it is anticipated that all TAC meetings will be done through video or tele conference. Table 2 provides a summary of the anticipated timeframe for the TAC meetings and the topics to be addressed.

The TAC TOR is provided in Appendix A.

Table 2: TAC Meeting Summary

TAC Meeting #	Anticipated Timeframe	Anticipated Topics
#1	December 2020	<ul style="list-style-type: none"> • Introduction to project, including project objectives and process • Review of CEEP
#2	January 2021	<ul style="list-style-type: none"> • Review of Strategy Outline Report findings • Approach to Pilot Program • Selection of locations
#3	April 2021	<ul style="list-style-type: none"> • Input on Design Guide • Update on POH #1 planning • Update on online survey planning
#4	October 2021	<ul style="list-style-type: none"> • Input on 10-Year Traffic Calming Program • Update on POH #2 planning

3.4. Public Open Houses

Two POH's have been tentatively planned for this project. If in-person, each POH would provide the public and other interested stakeholders an opportunity to learn about the project and discuss their concerns, questions, and ideas with the municipal and consultant project team.

Note: If feasible, the Town may choose to hold multiple POH's on varying studies/community concerns on the same evening at the same location. This will be confirmed by the Town.

However, given the current situation with the COVID-19 pandemic, an in-person POH may be unsuitable. In that case, each POH would be replaced with an online narrated presentation. The narrated presentations would be hosted on the project webpage (see Section 3.1). This would provide the public and other interested stakeholders the ability to learn about the project at their convenience. The narrated presentation would also be accompanied by online forms for the public to submit comments and/or questions. This will allow them to share their concerns, questions, and ideas with the municipal and consultant project team. EXP will compile the comments and questions and populate information for a Frequently Asked Questions page for the project website.

Assuming the use of narrated presentations for the POH's, the steps for implementation include:

- **Presentation development**
 - Confirm the topics for discussion in the presentation (i.e., develop a presentation outline);
 - Confirm date for presentation to go "live";
 - Prepare the presentation for review with the Town;
 - Once confirmed, prepare the narration text for the Town's review;
 - Once confirmed, build the narrated presentation, including any necessary presentation animations;
 - Prepare any required online comment forms;
 - Review with Town and refine as necessary;
 - Provide to Town for posting on project webpage, to be uploaded for confirmed "live" date.

- **Webpage posting**
 - Confirm website posting and online comment form requirements with Town’s Communications and Community Engagement Team;
 - Prepare supporting webpage text;
 - Confirm “live” date with Town’s Communications and Community Engagement Team ;
 - Provide necessary text for online comment forms;
 - Provide online presentation files.
- **Community notification**
 - Prepare event notice in consultation with the Town’s Communications team and based on Town’s desired template, for Town’s review and approval;
 - Confirm notice distribution;
 - Distribute notice.
- **Feedback Follow-up**
 - Feedback from the public will be summarized for the project team’s review and consideration;
 - A “Frequently Asked Questions” (FAQ) document will be prepared providing responses to relevant questions asked through the Public Open Houses. The FAQ document will either be available as a downloadable PDF or included directly on the project webpage.

Details on the notice distribution are to be confirmed. A tentative approach to distribution of POH notices include:

- E-mail distribution to stakeholder list;
- Posting on project webpage and on the *Get Involved Innisfil* homepage;
- Promotion of event through Town’s social media; and
- Publication of notice in local newspaper and municipal publications, such as the Town and Library’s e-newsletters.

The anticipated timing of each POH is:

- POH #1: Late March 2021.
- POH #2: Late November 2021.

3.5. Online Survey

A three to five-week online survey will be used to consult with the broader general public about the project. Promotion of the online survey is to be determined, although opportunities for promotion include:

- Notification on project webpage and on the *Get Involved Innisfil* homepage;
- Through local stakeholder organizations (e.g., local school boards, TAC members);
- Town’s social media feeds (e.g., Twitter, Facebook);
- Notices (e.g., in newspaper or local municipal news, the Town and Library’s e-newsletters), etc.

The topics of the online survey will be determined in consultation with the Town's project team.

Possible topics include:

- Opinions on traffic safety concerns;
- Areas of notable concern; and
- Possible solutions, among other topics.

To avoid survey fatigue, it is anticipated that the survey would be short and focused and consist of approximately 8 to 10 questions. Prior to implementation, a review of the Town's current engagement projects would be undertaken to ensure there are no more than four other Town surveys underway.

The online survey platform is to be confirmed. However, the link for the survey would be posted on the Town's project webpage. One possible option for the survey platform is SurveyMonkey, while another is the Get Involved platform.

While the main avenue to complete the survey will be online, distribution of hard copies will be available upon request that can be completed and returned.

Steps to implement the survey include:

- Confirm survey goals, objectives and topics;
- Identify survey period, from go-live date to close;
- Prepare notice and promotion methods for online survey;
- Develop survey questions, for review by Town;
- Once confirmed, build online survey in preferred survey platform, for Town's review and testing;
- Once finalized, launch online survey via project webpage on survey start date;
- Upon request, distribute survey hardcopies;
- Distribute survey notifications prior to survey launch;
- Monitor survey and analyze results after survey end date;
- Once finalized, communicate survey results back to public.

The exact timing of the survey has not been confirmed. It would be launched at some point between Late March and Late October 2021. Once launched, it will run for approximately three to five weeks.

If it is found that the online survey is under-utilized, then use of a telephone or mail-in survey to gather additional input may be considered.

3.6. Stakeholder Register

A stakeholder register has been developed in consultation with the Town that includes stakeholder agencies, non-government organizations and interested members of the public, among others.

The results from the consultation program would be reviewed with the project team and incorporated into the Traffic Calming Strategy.

Appendix A: Technical Advisory Committee Terms of Reference

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Town of Innisfil Traffic Calming Strategy

Terms of Reference for Technical Advisory Committee

1. Introduction

The Town of Innisfil has retained EXP to develop a Traffic Calming Strategy, including updating its Traffic Calming Policy, outlining a variety of traffic calming projects, improving community safety for those living in and visiting the Town. The resulting traffic calming measures are to include a blend of the best proven techniques, new, forward-thinking technologies, and custom-made strategies to address the community's needs.

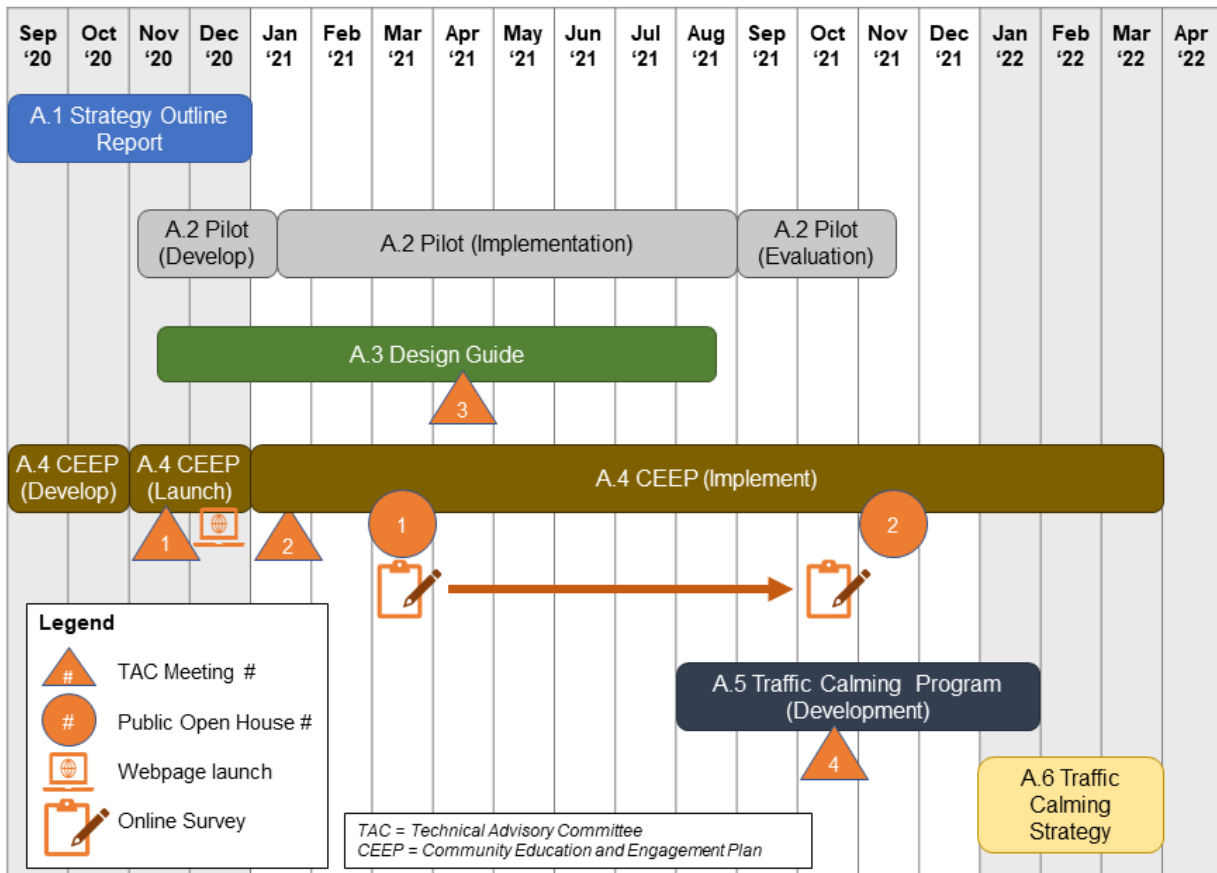
There are six key tasks for this project:

- **Task A.1: Strategy Outline Report** - Review of Background Information, Best Practices and Emerging Technologies.
- **Task A.2 Pilot Project Program Implementation and Summary Report** - Development, implementation and evaluation of project pilots.
- **Task A.3: Design Guide for Traffic Calming** - Developing traffic calming standards and warrants;
- **Task A.4: Community Education and Engagement Plan** - Developing a Community Education and Engagement Plan (CEEP) to engage stakeholders in this process.
- **Task A.5: 10-Year Traffic Calming Program** - Developing implementation guidelines for traffic calming.
- **Task A.6: Traffic Calming Strategy Report**- Preparation of a report to summarize the outcomes of this study.

A Technical Advisory Committee (TAC) will be formed to help guide the development of the Traffic Calming Strategy.

An overview of the project planning process and approximate timing of TAC meetings (and other consultation initiatives) is provided in Figure 1.

Figure 1: Project Timeline



Note: Online survey would run for approximately 3 to 5 weeks within the period indicated. The exact timing of the survey will depend on the survey topics.

2. Mandate

The TAC is an advisory committee established by the Town in accordance with these Terms of Reference (TOR). Committee members are guided by these Terms of Reference.

The mandate of the TAC is to review and provide comments on the materials prepared through the various tasks of this project. In particular, the role of TAC will include assisting the Town’s project team in the following areas:

- Identifying stakeholder and public issues that are pertinent to the updating of the Town’s Traffic Calming Policy;
- Providing insight on potential approval, regulatory, legislative, or other requirements;

- Providing input into the proposed Community Education and Engagement Plan;
- Providing comments on the draft Strategy Outline Report;
- Providing input into the development of the pilot program;
- Providing input on relevant traffic calming standards and warrants;
- Providing written comments on the draft Design Guide for Traffic Calming; and
- Providing input into the implementation guidelines for traffic calming.

3. Responsibilities of TAC

In fulfilling their mandate, members of the TAC will be responsible for the following:

- Reviewing relevant project materials;
- Attending and participating in TAC meetings;
- Providing comment and input to the Town/EXP on information presented and any other information relevant to the project tasks.

4. Responsibilities of the Town/EXP

To assist the TAC in fulfilling its mandate, the Town will be responsible for the following tasks, which will be implemented with the assistance of EXP:

- Ensuring TAC members receive project information for review approximately one week prior to each scheduled TAC meeting;
- Ensuring TAC members receive project information to be made available to the public;
- Coordinating with TAC members on any public meetings or workshops;
- Ensuring that all comments and suggestions made by TAC members are documented to facilitate their incorporation into the project tasks.

While TAC members will provide input to the project team on the project tasks and associated products, final decisions about TAC procedures and the project tasks will rest with the Town;

5. Membership and Structure of the TAC

Participation on the TAC would be invited to the following stakeholders:

- Town of Innisfil (in particular, staff from Capital Engineering, Development Engineering, Planning, and Operations);
- A representative of the Town of Innisfil School Zone – Traffic Safety Advisory Committee;
- County of Simcoe;
- South Simcoe Police;
- Innisfil Fire and Rescue;
- County of Simcoe Paramedic Services;
- Simcoe-Muskoka District Health Unit;
- Simcoe County District School Board
- Simcoe Muskoka Catholic District School Board;
- Community groups;
- Government agencies, as required; and
- Other possible stakeholders reviewed in consultation with the Town, such as representatives from local resident associations or parent councils at local schools.

The TAC will also include members of the project team, including Town staff and the project consulting team. TAC meetings will be chaired by EXP.

6. Term of the TAC

The TAC will be in effect for the duration of this project, with an anticipated completion in March 2022. TAC members may send delegates or alternates to meetings. A total of four TAC meetings are planned (see Figure 1).

7. TAC Meetings

Given the current COVID-19 pandemic, the TAC meetings will be held virtually. Proposed meeting topics are as follows:

- TAC Meeting 1:
 - Project introduction.
 - Project scope and tasks.
 - TAC TOR.
 - Community Education and Engagement Plan.
- TAC Meeting 2:
 - Project update.
 - Review of Best Practices and Emerging Technologies.
 - Outline of Traffic Calming Strategy.
 - Traffic calming pilot.
- TAC Meeting 3:
 - Project update.
 - Update on project pilot implementation.
 - Traffic calming standards and warrants.
 - Design guide outline.
 - Materials for Public/Virtual Open House #1.
 - Online survey (development).
- TAC Meeting 4:
 - Project update.
 - Online survey results.
 - 10-Year Traffic Calming Program Implementation Guidelines.
 - Feedback from Public/Virtual Open House #1.
 - Materials for Public/Virtual Open House #2.

The first meeting is tentatively scheduled to be held in November 2020, followed by the second meeting in December 2020.

Other interested parties may, following approval by the Town, be allowed to observe the TAC meetings; however, these parties will not be permitted to participate in the formal meeting.

8. General Guidelines for TAC

- The TAC is an advisory group to the Town. It will not function as a:
 - Public hearing,
 - Steering committee,
 - Regulatory mechanism,
 - Complaint review committee, or
 - Peer review panel.
- The opinions of all TAC members will be valued and taken into consideration. As the TAC is not a decision-making body, the Town is not seeking a consensus on discussion topics. However, any time a consensus emerges during the discussions, the Town and EXP will make a special note of this.
- The Town and the project team will attempt to incorporate TAC's advice wherever possible, as appropriate. Where the Town chooses a different course of action on an issue, the TAC will be provided with an explanation of the reasoning.
- TAC meetings will be organized, conducted and reported on by EXP's Project Lead.
- Views and Opinions: TAC members are encouraged to express the views and policies of their host organizations.
- Time frames: The TAC is expected to operate from Fall 2020 until the completion of the project, currently anticipated to be March 2022. This may be extended by mutual agreement.
- Some Information is Not for Distribution: By and large, most of the information tabled by the Town and any participating regulatory agencies will be available for public distribution; however, there may be some information that members will be asked not to distribute because it is of a confidential or draft nature at a given point in time. TAC members will be asked not to share this information with anyone outside of their associated organization. Any comments on draft or confidential material should be provided only to the Town.
- TAC members are encouraged to provide advice and comments to the project team. It should be noted that most of the materials that are presented to the TAC members will also be made available to the general public and media at Public Information Forums to be held at the various phases of the project. In the event a media enquiry is made to a TAC member regarding the project, TAC members are strongly encouraged to refer the media to the Town's communications department:

9. Minutes and Agendas

Meeting agendas will be prepared by the consultant project team and distributed to TAC members five business days in advance of TAC meetings. Minutes of each meeting will be recorded by the project consultants and will be circulated to the TAC members for review within five business days of the meeting .

**Innisfil Traffic Calming Project
Consultation Summary**

Attachment B:


Project Webpage Screenshots

Traffic Calming Strategy | Get Involved

getinvolvedinnisfil.ca/tcs





Get Involved Innisfil

Town of Innisfil IdeaLAB & Library All Projects Search Sign in Register



Home / Traffic Calming Strategy

Traffic Calming Strategy

We know how much traffic safety affects the quality of life for Innisfil residents just like you—that's why we're developing a traffic calming strategy. The strategy will blend the best, proven techniques with new, forward-thinking technologies, allowing us to address the community's traffic calming safety needs. Staff are working with an external consultant (EXP Services) to gain insight, follow best practices, and create a focus for this project. But we also need to hear from the *context experts*, and that means our residents.


What is traffic calming?

Traffic calming is the deliberate slowing of motor vehicle traffic on local roadways in a residential setting. Traffic calming reduces the negative effects of motor vehicle use, alters driver behaviour, and improves conditions for non-motorized roadway users. Essentially, we want to protect people getting around town who are walking, biking, skateboarding, etc. Historically, traffic calming has been achieved, with varying success, by physical measures that include things like signs, landscaping, pavement markings, speed bumps, curb bump-outs, and more.


Who's Listening

Capital Engineering

Traffic Calming Strategy
Project Leads
Town of Innisfil



Email innisfil_tcs2022@innisfil.ca



STAY INFORMED

Subscribe for project updates

Your email address...

Subscribe

markings, speed bumps, curb bump-outs, and more.



In preparing the strategy, there will be a review of the existing road network uses and demands, customer inquiries, speed data, and collision data.

This project includes:

- A hotspot analysis to determine key locations for traffic calming measures
- A review of traffic calming best practices and emerging technologies
- A pilot program to evaluate recommended traffic calming measures
- The preparation of a Design Guide for Traffic Calming
- Recommendations of Policy updates and development
- Preparation of a 10-Year Traffic Calming Program

Have your say

Public input will be a key component of this project. We encourage you to subscribe for updates and opportunities by adding your email to the "stay informed" widget on the right.

Engagement updates

Public Open House #1

We held the first virtual public open house way on April 26, 2022. You can [review the recording](#) and [presentation materials](#) for more information.

Traffic Calming Pilot Projects

Subscribe

32 members of your community are following this project

Key Dates

Public Open House #1
April 26 2022

Deadline to Provide Comments
May 11 2022

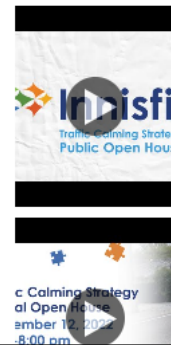
Traffic Calming Pilot Projects
August → October 2022

Online Survey: Traffic Calming Pilot
October 31 → November 21 2022

Public Open House #2
December 12 2022

Traffic Calming Strategy Project Ends
February 2023

Videos



Public Open House #1

We held the first virtual public open house way on April 26, 2022. You can [review the recording](#) and [presentation materials](#) for more information.

Traffic Calming Pilot Projects

Traffic Calming Pilot Projects were held at select locations in Innisfil from August 26 to October 11, 2022. An online survey was open from October 31 to November 21, 2022 to collect feedback on the pilot projects.

Public Open House #2

We held the second virtual public open house on December 12, 2022. You can [review the recording](#) and [presentation materials](#) for more information. Feedback and comments can be submitted via email to Yassine Bennani (yassine.bennani@exp.com) until Friday, December 30, 2022.

SURVEY

TRAFFIC CALMING PILOT PROJECTS

MAP TOOL

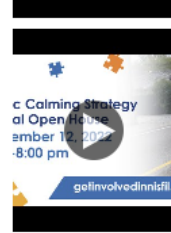
CLOSED: This survey has concluded.

Traffic Calming Pilot Project Survey

The Town of Innisfil is currently developing a new Traffic Calming Strategy. As part of the strategy's development, the Town implemented a series of pilot projects to test several traffic calming measures. The pilot projects ran in three areas from August 26 to October 11, 2022: Shore Acres Drive, Belle Aire Beach Road, and Maple Road.

This survey has been prepared to get your feedback on the traffic calming measures used.

[Take Survey](#)



Documents

[April 26, 2022 - Traffic Calming Strategy Open House #1 Slides \(4.38 MB\) \(pdf\)](#)

[December 12, 2022 - Traffic Calming Strategy Open House #2 Slides \(5.61 MB\) \(pdf\)](#)

Important Links

[Traffic Calming in Innisfil](#)

[School Zone Safety](#)

Traffic Calming Pilot Projects

We pilot tested some traffic calming safety measures in areas that have been reported as high-speed zones, despite the posted speed limit. We want your feedback on the pilot tests (see survey tab). The following presents the locations and traffic calming measures tested:



Shore Acres Drive

On-road pavement marking with the speed limit sign wording (50 km/h).



Belle Aire Beach Road

Chicanes with a barrier curb and barrels.



Maple Road

Important Links

- [Traffic Calming in Innisfil](#)
- [School Zone Safety](#)

Maple Road

Flexible bollards, speed cushions, and a raised pedestrian crossing.



The locations were selected based on a number of criteria including speeding history, collision history, a GIS-based analysis, and more. The type of traffic calming measures were chosen based on proven effectiveness, cost and suitability for the location.

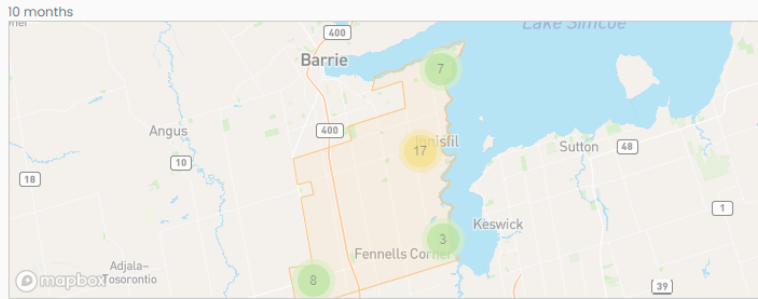
This pilot project ran from August 26 to October 11, 2022. The data collected will help evaluate the impact of these measures. The information will be used to inform a 10-year traffic calming program, policy, and traffic calming design guide.

The online survey, available October 31 to November 30, 2022, will help assess how residents feel about these traffic calming measures and their level of effectiveness.

We look forward to sharing the results with you as we continue to make improvements to road safety in Innisfil!

December 12, 2022 – Traffic Calming Strategy Open House #2 Slides (5.61 MB) (pdf)

Traffic Calming Map



Have Your Say!

The Traffic Calming 10-Year Program will include a list of locations in Innisfil where traffic calming projects are recommended. We want your input on what locations require traffic calming and why.

You can use the Map Tool to do this. To start, click on the map or the "Go to Map" button. Click on the "+" icon to add and drag a pin, and then list your top 2 or 3 reasons why you feel traffic calming is needed there, including:

- Speeding
- Increase safety for pedestrians and cyclists
- Streetscape improvements
- Increase access for all traffic modes
- Reduce collisions
- Reduce need for police enforcement
- Reduce cut-through traffic

[Go to Map](#)

Important Links

- [Traffic Calming in Innisfil](#)
- [School Zone Safety](#)

**Innisfil Traffic Calming Project
Consultation Summary**

Attachment C:

Technical Advisory Committee

Technical Advisory Committee Membership

Organization	Name	Title
Town of Innisfil - Planning	Paul Pentikainen	Senior Vision Maker/Policy Planner
Town of Innisfil - Operations	Alex Juby	Operations Technologist
Town of Innisfil - Development Engineering	Suzanna Nilsson	Development Engineer
Town of Innisfil - Community Development Standards Branch	Mitchel Harris	Community Standards Officer
Town of Innisfil - Capital Engineering	Carolina Cautillo	Project Manager- Roads, Traffic & Transportation
SZ-TSAC	William Van Berkel	Councillor - Ward 2
South Simcoe Police	Steve Black	
Simcoe Muskoka Catholic District School Board	Christine Hyde	Manager of Planning
Simcoe County District School Board	Andrew Keuken	Manager of Planning
Simcoe County District School Board	Katie Kirton	Assistant Manager of Property and Planning
Innisfil Fire and Rescue	Brent Black	Acting Deputy Fire Chief
County of Simcoe Paramedic	Sarah Mills	Commander, Paramedic Operations
County of Simcoe Paramedic	Derryk Aelick	
County of Simcoe	Chris Doherty	Engineering Technician
Bradford West Gwillimbury	Paul Dubniak	Transportation Technologist



Town of Innisfil Traffic Calming Strategy

Terms of Reference for Technical Advisory Committee

1. Introduction

The Town of Innisfil has retained EXP to develop a Traffic Calming Strategy, including updating its Traffic Calming Policy, outlining a variety of traffic calming projects, improving community safety for those living in and visiting the Town. The resulting traffic calming measures are to include a blend of the best proven techniques, new, forward-thinking technologies, and custom-made strategies to address the community's needs.

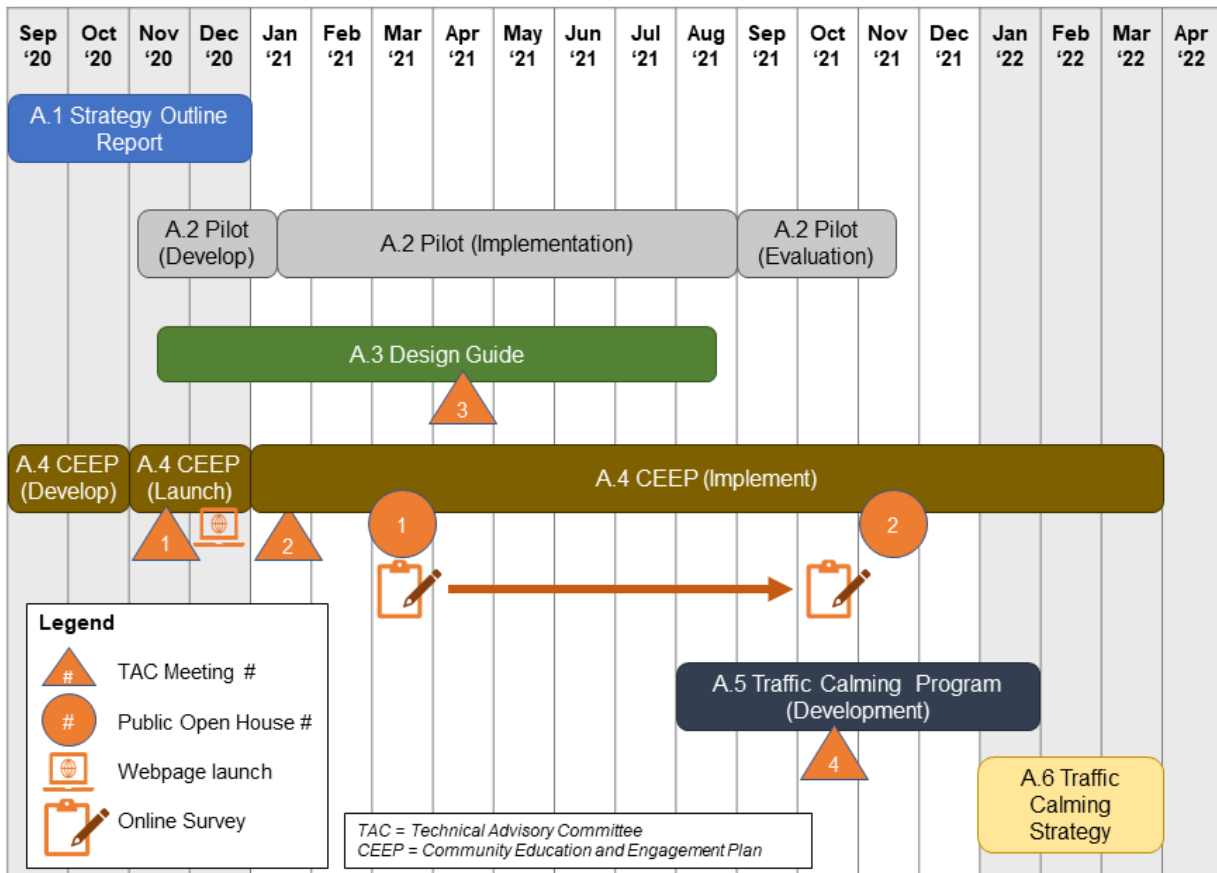
There are six key tasks for this project:

- **Task A.1: Strategy Outline Report** - Review of Background Information, Best Practices and Emerging Technologies.
- **Task A.2 Pilot Project Program Implementation and Summary Report** - Development, implementation and evaluation of project pilots.
- **Task A.3: Design Guide for Traffic Calming** - Developing traffic calming standards and warrants;
- **Task A.4: Community Education and Engagement Plan** - Developing a Community Education and Engagement Plan (CEEP) to engage stakeholders in this process.
- **Task A.5: 10-Year Traffic Calming Program** - Developing implementation guidelines for traffic calming.
- **Task A.6: Traffic Calming Strategy Report**- Preparation of a report to summarize the outcomes of this study.

A Technical Advisory Committee (TAC) will be formed to help guide the development of the Traffic Calming Strategy.

An overview of the project planning process and approximate timing of TAC meetings (and other consultation initiatives) is provided in Figure 1.

Figure 1: Project Timeline



Note: Online survey would run for approximately 3 to 5 weeks within the period indicated. The exact timing of the survey will depend on the survey topics.

2. Mandate

The TAC is an advisory committee established by the Town in accordance with these Terms of Reference (TOR). Committee members are guided by these Terms of Reference.

The mandate of the TAC is to review and provide comments on the materials prepared through the various tasks of this project. In particular, the role of TAC will include assisting the Town’s project team in the following areas:

- Identifying stakeholder and public issues that are pertinent to the updating of the Town’s Traffic Calming Policy;
- Providing insight on potential approval, regulatory, legislative, or other requirements;

- Providing input into the proposed Community Education and Engagement Plan;
- Providing comments on the draft Strategy Outline Report;
- Providing input into the development of the pilot program;
- Providing input on relevant traffic calming standards and warrants;
- Providing written comments on the draft Design Guide for Traffic Calming; and
- Providing input into the implementation guidelines for traffic calming.

3. Responsibilities of TAC

In fulfilling their mandate, members of the TAC will be responsible for the following:

- Reviewing relevant project materials;
- Attending and participating in TAC meetings;
- Providing comment and input to the Town/EXP on information presented and any other information relevant to the project tasks.

4. Responsibilities of the Town/EXP

To assist the TAC in fulfilling its mandate, the Town will be responsible for the following tasks, which will be implemented with the assistance of EXP:

- Ensuring TAC members receive project information for review approximately one week prior to each scheduled TAC meeting;
- Ensuring TAC members receive project information to be made available to the public;
- Coordinating with TAC members on any public meetings or workshops;
- Ensuring that all comments and suggestions made by TAC members are documented to facilitate their incorporation into the project tasks.

While TAC members will provide input to the project team on the project tasks and associated products, final decisions about TAC procedures and the project tasks will rest with the Town;

5. Membership and Structure of the TAC

Participation on the TAC would be invited to the following stakeholders:

- Town of Innisfil (in particular, staff from Capital Engineering, Development Engineering, Planning, and Operations);
- A representative of the Town of Innisfil School Zone – Traffic Safety Advisory Committee;
- County of Simcoe;
- South Simcoe Police;
- Innisfil Fire and Rescue;
- County of Simcoe Paramedic Services;
- Simcoe-Muskoka District Health Unit;
- Simcoe County District School Board
- Simcoe Muskoka Catholic District School Board;
- Community groups;
- Government agencies, as required; and
- Other possible stakeholders reviewed in consultation with the Town, such as representatives from local resident associations or parent councils at local schools.

The TAC will also include members of the project team, including Town staff and the project consulting team. TAC meetings will be chaired by EXP.

6. Term of the TAC

The TAC will be in effect for the duration of this project, with an anticipated completion in March 2022. TAC members may send delegates or alternates to meetings. A total of four TAC meetings are planned (see Figure 1).

7. TAC Meetings

Given the current COVID-19 pandemic, the TAC meetings will be held virtually. Proposed meeting topics are as follows:

- TAC Meeting 1:
 - Project introduction.
 - Project scope and tasks.
 - TAC TOR.
 - Community Education and Engagement Plan.
- TAC Meeting 2:
 - Project update.
 - Review of Best Practices and Emerging Technologies.
 - Outline of Traffic Calming Strategy.
 - Traffic calming pilot.
- TAC Meeting 3:
 - Project update.
 - Update on project pilot implementation.
 - Traffic calming standards and warrants.
 - Design guide outline.
 - Materials for Public/Virtual Open House #1.
 - Online survey (development).
- TAC Meeting 4:
 - Project update.
 - Online survey results.
 - 10-Year Traffic Calming Program Implementation Guidelines.
 - Feedback from Public/Virtual Open House #1.
 - Materials for Public/Virtual Open House #2.

The first meeting is tentatively scheduled to be held in November 2020, followed by the second meeting in December 2020.

Other interested parties may, following approval by the Town, be allowed to observe the TAC meetings; however, these parties will not be permitted to participate in the formal meeting.

8. General Guidelines for TAC

- The TAC is an advisory group to the Town. It will not function as a:
 - Public hearing,
 - Steering committee,
 - Regulatory mechanism,
 - Complaint review committee, or
 - Peer review panel.
- The opinions of all TAC members will be valued and taken into consideration. As the TAC is not a decision-making body, the Town is not seeking a consensus on discussion topics. However, any time a consensus emerges during the discussions, the Town and EXP will make a special note of this.
- The Town and the project team will attempt to incorporate TAC's advice wherever possible, as appropriate. Where the Town chooses a different course of action on an issue, the TAC will be provided with an explanation of the reasoning.
- TAC meetings will be organized, conducted and reported on by EXP's Project Lead.
- Views and Opinions: TAC members are encouraged to express the views and policies of their host organizations.
- Time frames: The TAC is expected to operate from Fall 2020 until the completion of the project, currently anticipated to be March 2022. This may be extended by mutual agreement.
- Some Information is Not for Distribution: By and large, most of the information tabled by the Town and any participating regulatory agencies will be available for public distribution; however, there may be some information that members will be asked not to distribute because it is of a confidential or draft nature at a given point in time. TAC members will be asked not to share this information with anyone outside of their associated organization. Any comments on draft or confidential material should be provided only to the Town.
- TAC members are encouraged to provide advice and comments to the project team. It should be noted that most of the materials that are presented to the TAC members will also be made available to the general public and media at Public Information Forums to be held at the various phases of the project. In the event a media enquiry is made to a TAC member regarding the project, TAC members are strongly encouraged to refer the media to the Town's communications department:

9. Minutes and Agendas

Meeting agendas will be prepared by the consultant project team and distributed to TAC members five business days in advance of TAC meetings. Minutes of each meeting will be recorded by the project consultants and will be circulated to the TAC members for review within five business days of the meeting .

**Innisfil Traffic Calming Project
Consultation Summary**

Attachment D:

Public Open House Materials



1

Innisfil Traffic Calming Project
Public Open House #1

Welcome and Introductions





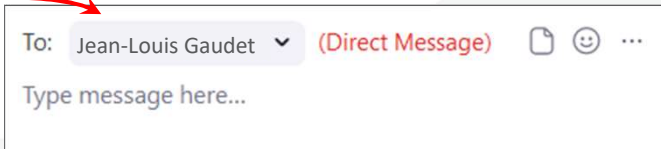
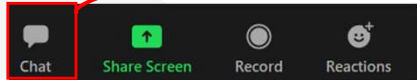
- Darrell Fuller, P.Eng.
Capital Engineer
- Carolina Cautillo
Project Manager, Roads,
Traffic, & Transportation
- Greg Kent, P.Eng.
Project Manager
- Peter Lougheed, PhD, P.Eng.
Project Engineer
- Jean-Louis Gaudet
Stakeholder Consultation



2

Agenda Review

1. Purpose of the Open House
2. Traffic Calming in Innisfil
3. Pilot Projects
4. 10-Year Traffic Calming Program
5. How to get involved
6. Next Steps
7. Question and Answer Session



Purpose of Open House

- 1) Introduction to Traffic Calming in Innisfil
- 2) Overview of Traffic Calming Project
- 3) Review of Pilot Projects
- 4) How You can Provide Feedback



What is Traffic Calming?

- A combination of mainly physical measures to:
 - Reduce the negative effects of motor vehicle use
 - Alter driver behavior
 - Improve conditions for vulnerable street users (e.g., pedestrians, cyclists)

Key Traffic Calming Objectives

- Slow down motor vehicles
- Increase safety for vulnerable users
- Enhance the street environment
- Increase access for all traffic modes
- Reduce collision frequency and severity
- Reduce need for police enforcement
- Reduce cut-through motor vehicle traffic

based on
Institute of
Transportation
Engineers



Poll Time!



- Poll will appear in centre of your screen.
- Your individual results cannot be seen by others.
- You can only vote once per question.

TCS Poll 1

1. Do you feel that traffic calming is needed on your street? (Single Choice) *

Yes

No

Not sure

0 of 1 answered


Submit




7

Poll Time!

Innisfil Traffic Calming Project
Public Open House #1



#1




7


8

Poll Time!

Innisfil Traffic Calming Project
Public Open House #1



#2



8

What is Traffic Calming?

Examples of Traffic Calming Measures

<p>Vertical Deflection</p>	<ul style="list-style-type: none"> • Raised Crosswalk • Raised Intersection • Speed Cushion • Speed Hump 		
<p>Horizontal Deflection</p>	<ul style="list-style-type: none"> • Chicanes • Curb Radius Reduction • Lateral Shift • Traffic Circle / Traffic Button / Mini-Roundabout 		

What is Traffic Calming?

Examples of Traffic Calming Measures

<p>Roadway Narrowing</p>	<ul style="list-style-type: none"> • Curb Extension • Lane Narrowing • On-street Parking • Raised Median Island • Road Diet • Vertical Centreline Treatment 	
<p>Surface Treatment</p>	<ul style="list-style-type: none"> • Sidewalk Extension / Textured Crosswalk • Textured Pavement • Transverse Rumble Strips 	


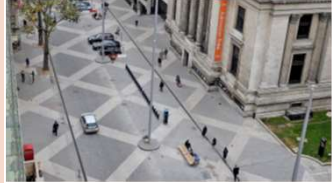

What is Traffic Calming?

Examples of Traffic Calming Measures

Pavement Markings	<ul style="list-style-type: none"> • Converging Chevrons • Dragon Teeth • On-Road 'Sign' Pavement Markings 		
Access Restriction	<ul style="list-style-type: none"> • Directional Closure • Full Closure • Intersection Channelization • Raised Median through Intersection • Right-in / Right-out Island 		


What is Traffic Calming?

Types of Traffic Calming Measures

Design Elements	<ul style="list-style-type: none"> • Gateway • Shared Space 		
Enforcement	<ul style="list-style-type: none"> • Aircraft / Drone Radar Enforcement • Fixed or Mobile Speed Enforcement • Speed Watch Program 		

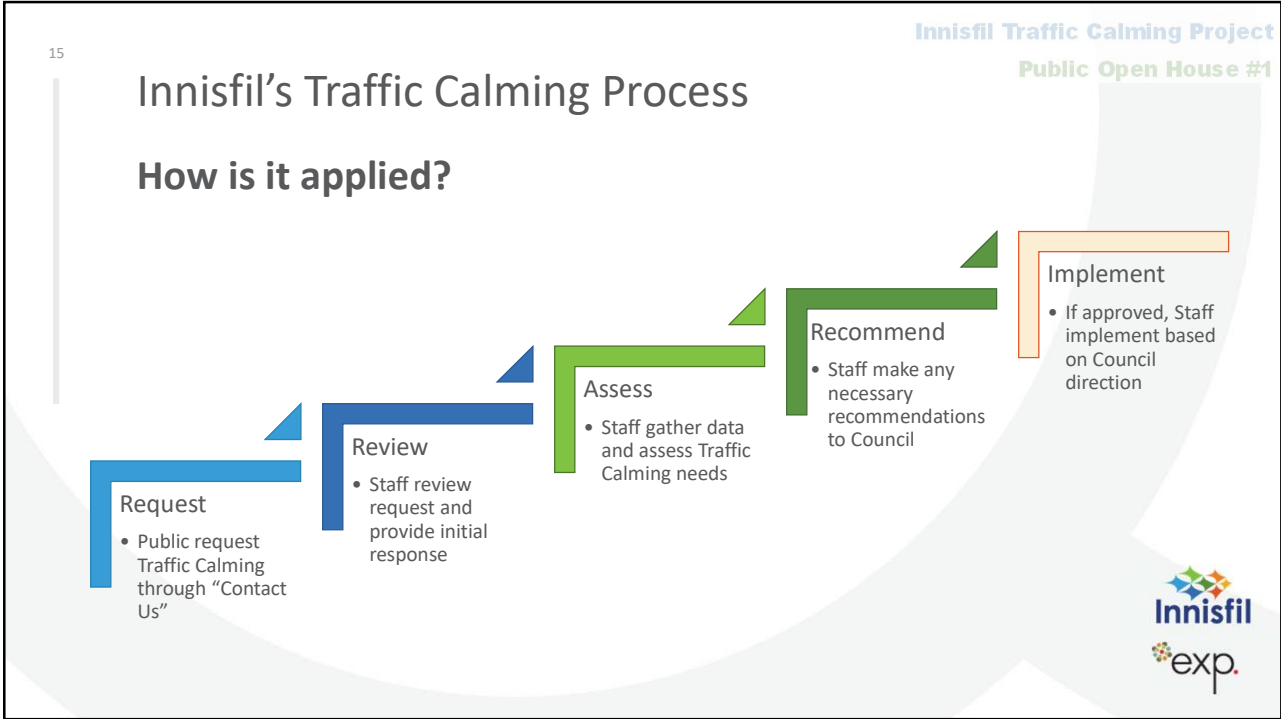
What is Traffic Calming?

Types of Traffic Calming Measures

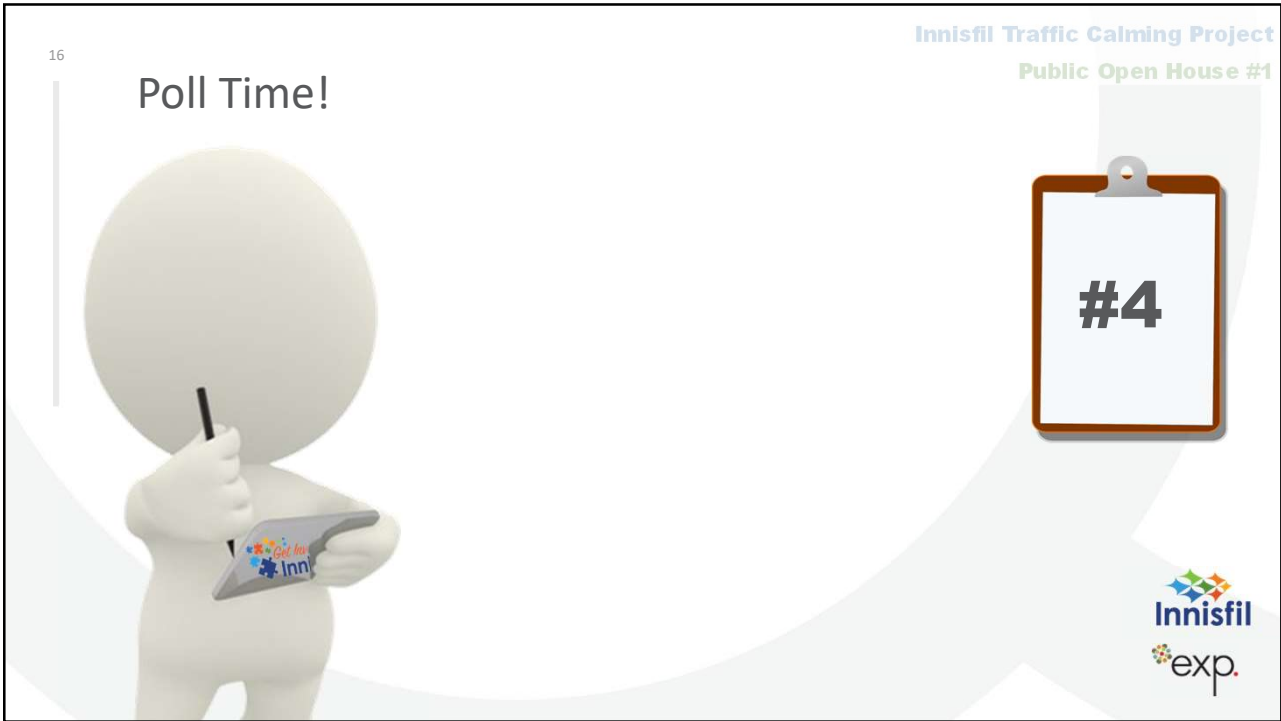
<p>Education</p>	<ul style="list-style-type: none"> • Active and Safe Routes to School Program • Pace Car Program • Speed Display Devices • Targeted Education Campaign • Vehicle Activated Signs (VAS) 	
<p>Emerging Technologies and Measures</p>	<ul style="list-style-type: none"> • LED Pavement Markings • Optical Illusion Pavement Markings • Rest-on-Red Signal Phasing • Section Control • Variable Speed Limits (VSL) • Actibump 	

Poll Time!





15



16

Innisfil Traffic Calming Project

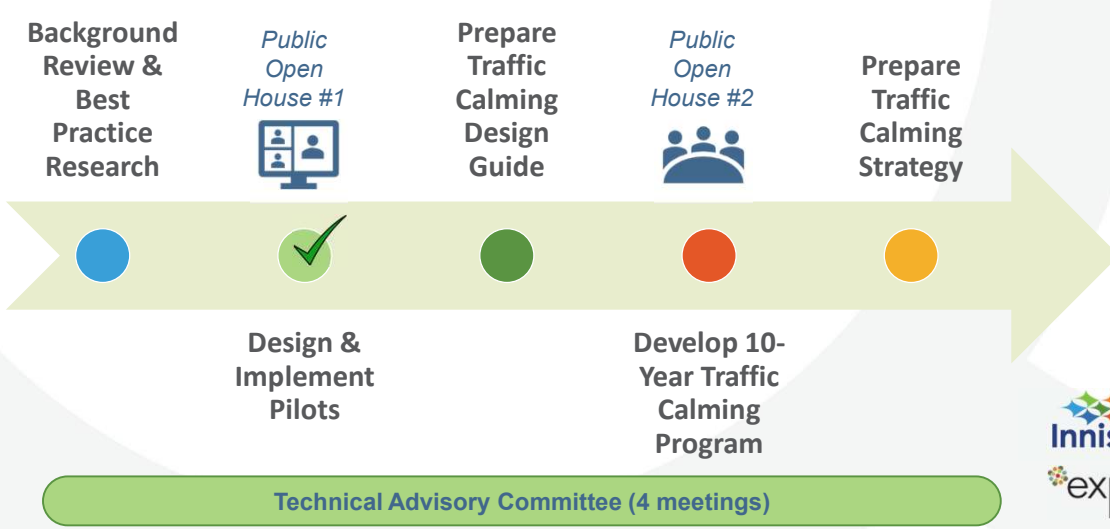
Project Goals

Improve community safety for those living in and visiting the Town.

- Develop a 10-year traffic calming strategy.
- Review and recommend updates to the Town’s traffic-related policies.
- Prepare Traffic Calming Guide that includes:
 - A blend of the best proven techniques;
 - New forward-thinking technologies; and
 - Implementation strategies to address the community’s needs.



Innisfil Traffic Calming Project



Innisfil Traffic Calming Project: Key Findings

What we did

- Reviewed data sources
 - GIS
 - Complaints
- Assessed current Traffic Calming policy
- Identified Pilot Projects

What we found

- 57% of traffic complaints were about speeding
- Traffic calming warrants (conditions) are restrictive – opportunities available to improve how they are applied




Poll Time!



Traffic Calming Project Pilots

- Three Pilot projects to test effectiveness of specific Traffic Calming Measures.
- Pilot Objectives:
 - Provide guidance on traffic speed management on future arterial roadways.
 - Provide information relating to the implementation of Traffic Control Measures and their effectiveness
 - Provide an analysis of the efficacy and acceptance of the tested Traffic Control Measures

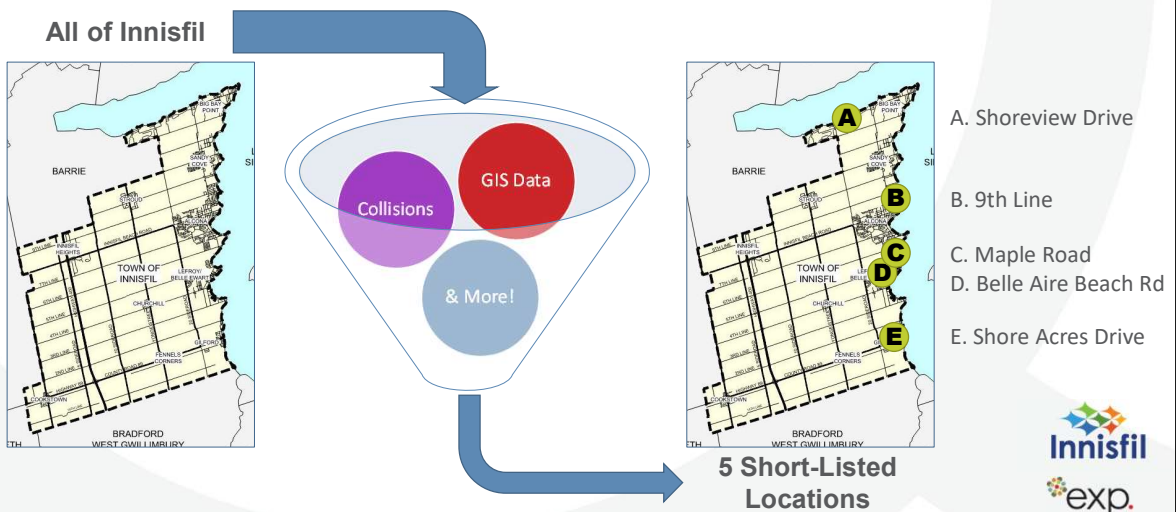


Outcomes:

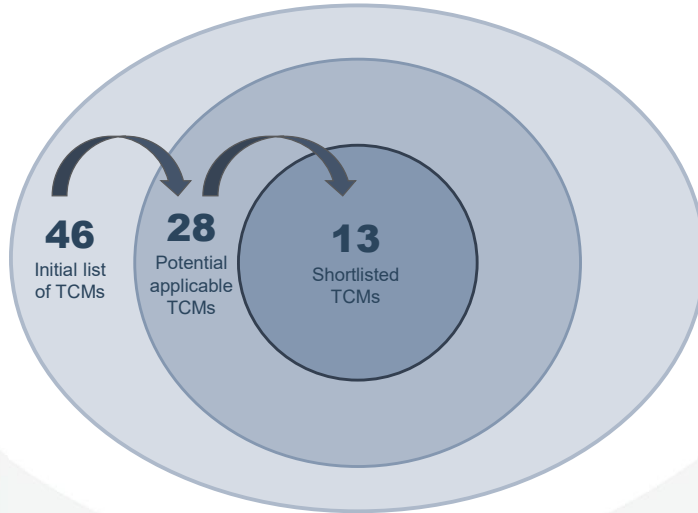
- Improved Traffic Calming programing
- More-effective toolbox for implementing Traffic Calming Measures in the future.



Traffic Calming Project Pilots: Locations



Traffic Calming Project Pilots: Measures



*TCMs =
Traffic Control
Measures



Traffic Calming Project Pilots: Measures

- Vertical Deflection
 1. Speed Cushion
 2. Speed Hump or Table
- Horizontal Deflection
 3. Chicanes
- Roadway Narrowing
 4. Lane Narrowing
- Pavement Markings
 5. Converging Chevrons
 6. On-Road signs
 7. Full-Lane Transverse Bars
 8. Peripheral Transverse Bars
- Enforcement
 9. Automated Speed Enforcement
- Education
 10. Speed Display Devices
 11. Vehicle Activated Signs
- Emerging Technologies
 12. 3-D pavement markings
 13. Actibump



*TCMs =
Traffic Control
Measures

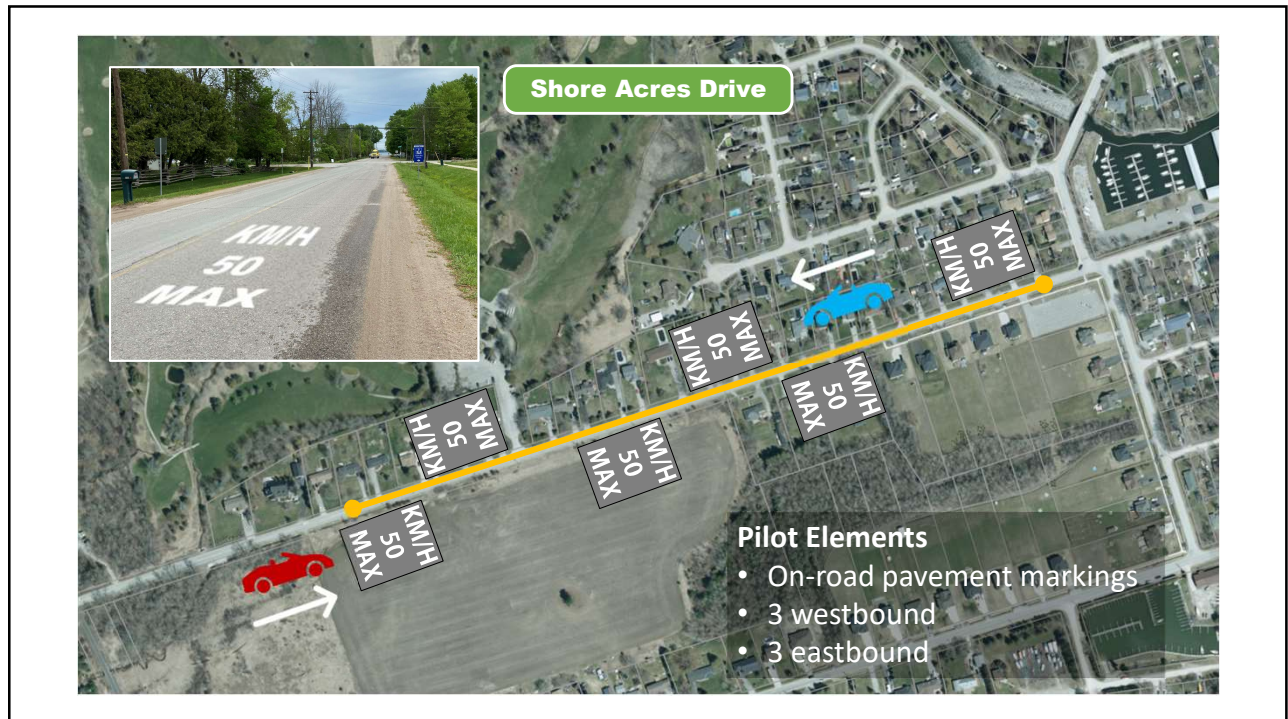
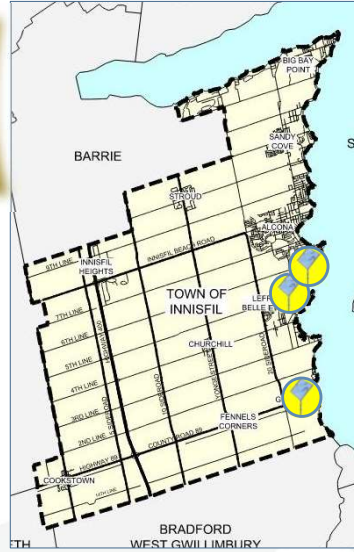


Traffic Calming Project Pilots: Selection

Three Pilot Projects

- Maple Road
 - Lane Narrowing
 - Speed Cushions
 - Raised Pedestrian Crosswalk
- Belle Aire Beach Road
 - Chicanes (Two-lane, using planters)
- Shore Acres Drive
 - On-Road Signs (Pavement markings)

Please note!
These are pilot locations only.

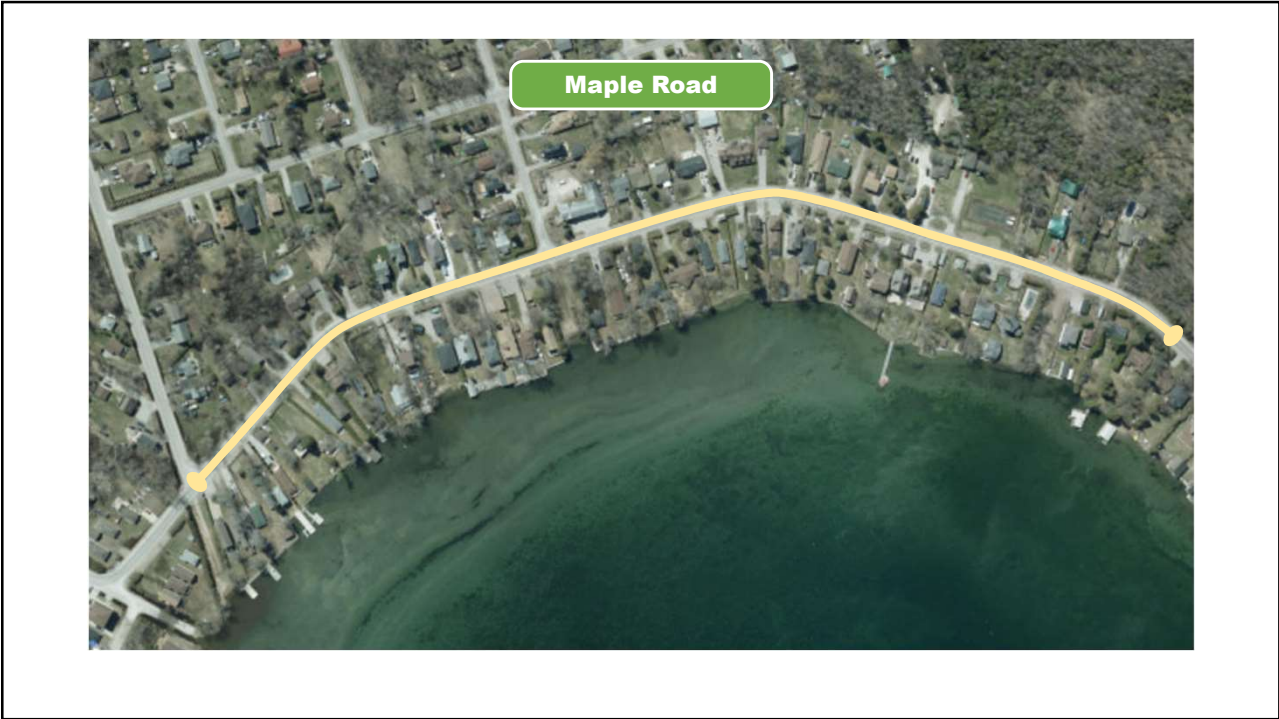




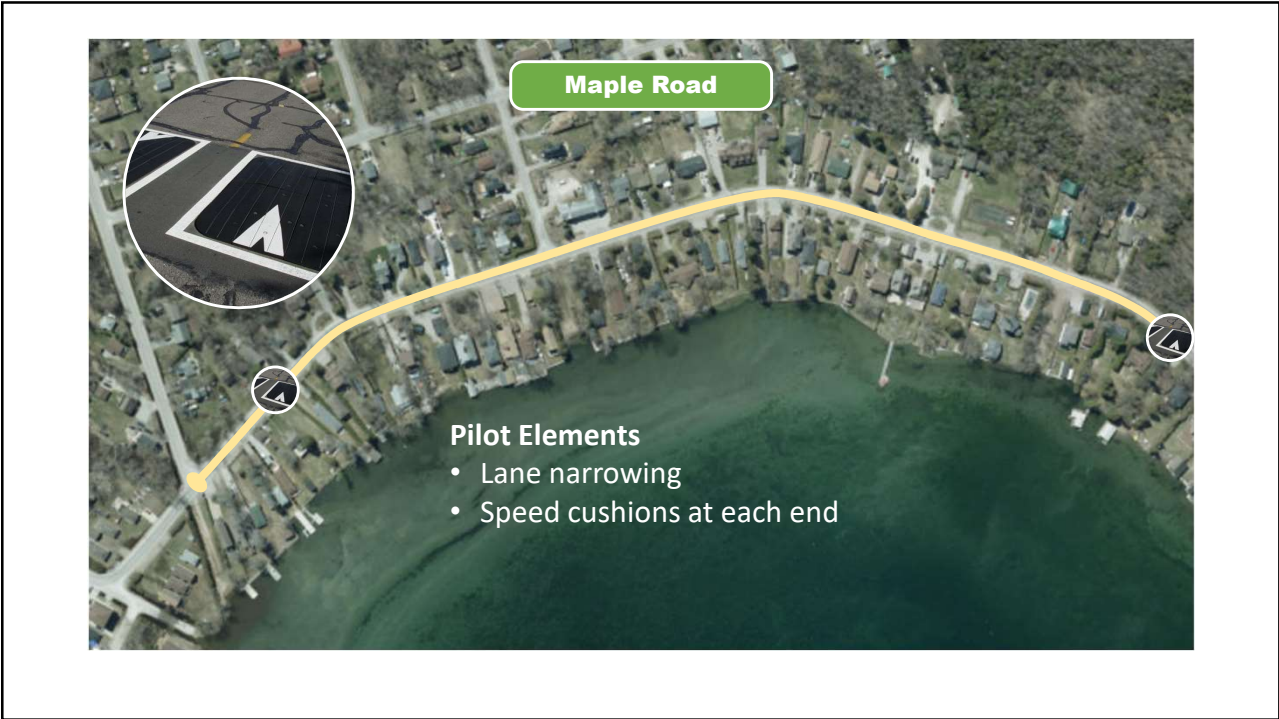
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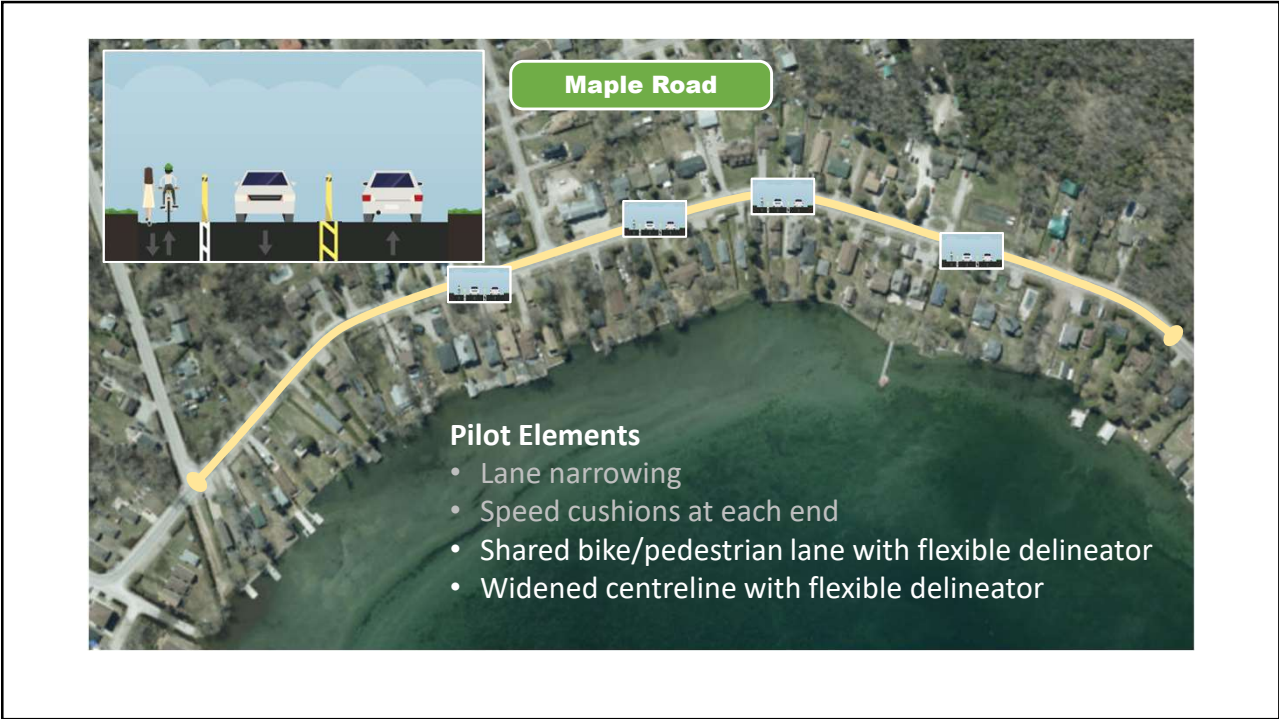
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31



32

Maple Road

Pilot Elements

- Lane narrowing
- Speed cushions at each end
- Shared bike/pedestrian lane with flexible delineators
- Widened centreline with flexible delineators
- Special crosswalk (“PXO Crossing Type D”), raised

33

Maple Road

Pilot Elements

- Lane narrowing (~750 m)
- Speed cushions at each end
- Shared bike/pedestrian lane with flexible delineator
- Widened centreline with flexible centreline delineator
- Special crosswalk (“PXO Crossing Type D”), raised

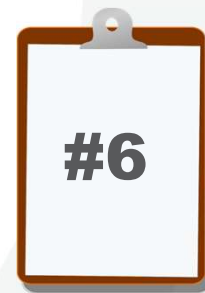
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10-Year Traffic Calming Program

- Provide inventory of potential traffic calming locations for the 10-year traffic calming program.
- Inventory will be based on collision locations, traffic data, and community inquiries.
- Program will include criteria and methodology for prioritizing the potential locations.



Poll Time!



Project Next Steps

- Review comments from Public Open House #1
- Pilot Implementation, Monitoring, and Evaluation
- Design Guide
- 10-Year Traffic Calming Program
- Guidance for Updating Traffic Calming Policy



Let's Get Involved!

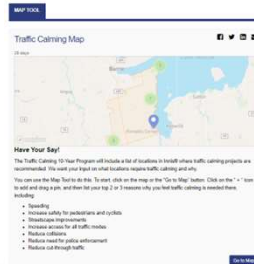


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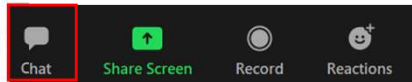
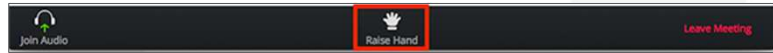
- www.getinvolvedinnisfil.ca/tcs
- innisfiltcs2022@innisfil.ca
- Map tool
- Future activities:
 - Online survey
 - Public Open House #2 (Fall 2022)



Question and Answer Session



- Send questions to host using chat.
- Click on icon to raise hand to request to speak.



Website: www.getinvolvedinnisfil.ca/tcs
E-mail address: innisfiltcs2022@innisfil.ca



Innisfil Traffic Calming Project
Public Open House #1: Poll Results

1. Have you ever requested the Town investigate or implement traffic calming in your neighbourhood?

Response	Number of Responses	Percent of Responses
No - I never had the need	6	38%
No - I wanted to but did not know how	1	6%
Yes	9	56%
Total	16	100%

2. Would you support Traffic Calming measures in front of your home?

Response	Number of Responses	Percent of Responses
Yes, definitely	6	40%
Yes, but it would depend on the type of measure	7	47%
No	2	13%
Total	15	100%

3. Do you feel that traffic calming is needed on your street?

Response	Number of Responses	Percent of Responses
Yes	6	43%
No	7	50%
Not sure	1	7%
Total	14	100%

4. Do you have locations in mind where Traffic Calming is needed?

Response	Number of Responses	Percent of Responses
Yes - one or two locations	9	56%
Yes - several locations	6	38%
Not sure	1	6%
Total	16	100%

5. If Traffic Calming is needed on your street, what are the main things you want it to do? Please pick your top 3 choices.

Responses	Number of Responses	Percent of Respondents (n=13)
Slow down motor vehicles	10	77%
Increase safety for vulnerable users (e.g., pedestrians, cyclists)	9	69%
Enhance the street environment	4	31%
Reduce collision frequency and severity	3	23%
Increase access for all traffic modes	2	15%
Reduce cut-through motor vehicle traffic	2	15%
Reduce need for police enforcement	1	8%
None of the above	1	8%
Total	32	-

6. If speeding is an issue in your neighbourhood, when does it happen most often?

Response	Number of Responses	Percent of Responses
Morning	0	0%
Afternoon	2	13%
Evening	2	13%
Nighttime	2	13%
Weekends	6	40%
Speeding is not an issue	3	20%
Total	15	100%



1

2

Innisfil Traffic Calming Project
Public Open House #2

Welcome and Introductions



- Carolina Cautillo
Capital Planning Engineering
Associate
- Jessica Jenkins,
Capital Engineering Leader
- Leo DeLoyde, Director of
Growth
- Greg Kent, P.Eng.
Project Manager
- Peter Lougheed, PhD, P.Eng.
Project Engineer
- Yassine Bennani, EIT
Technical Specialist
- Jean-Louis Gaudet
Stakeholder Consultation



2


2

Innisfil Traffic Calming Project
Public Open House #2

3

Agenda Review

1. Traffic Calming in Innisfil
2. Innisfil Traffic Calming Project: Approach
3. Pilot Projects
4. Innisfil Traffic Calming Project: Outcomes
5. Next Steps
6. Question and Answer Session



To: Questions? (Direct Message) 📄 😊 ...


Type message here...

🗨️ Chat

📺 Share Screen

🎥 Record

😊 Reactions



3

Innisfil Traffic Calming Project
Public Open House #2

4

What is Traffic Calming?

- A combination of mainly physical measures to:
 - Reduce the negative effects of motor vehicle use
 - Alter driver behavior
 - Improve conditions for vulnerable street users (e.g., pedestrians, cyclists)

Key Traffic Calming Objectives

Slow down motor vehicles

Increase safety for vulnerable users


Enhance the street environment

Increase access for all traffic modes

Reduce collision frequency and severity

Reduce need for police enforcement

Reduce cut-through motor vehicle traffic

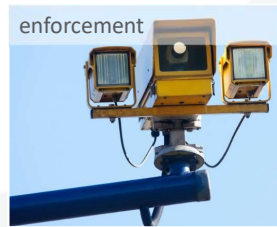
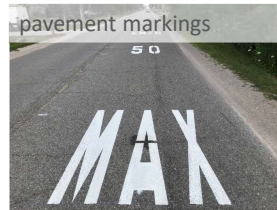


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What is Traffic Calming?

Examples of Traffic Calming Measures



&
many
more!

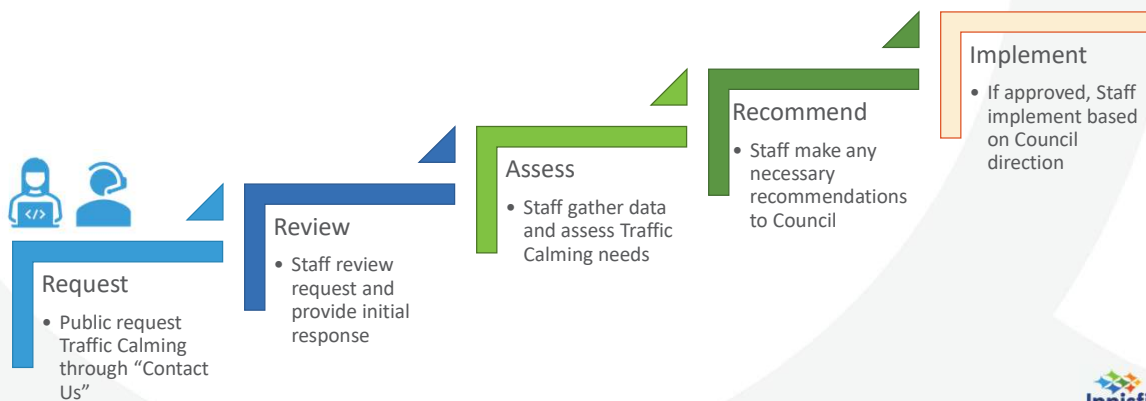


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Innisfil's Current Traffic Calming Process

Initiated by a request or complaint



Proactive Traffic Calming Measures also implemented by Town (e.g., radar speed sign, warning camera placement)



6

7

Innisfil Traffic Calming Project: Goals

Improve community safety for those living in and visiting the Town

- Develop a 10-year traffic calming strategy.
- Review and recommend updates to the Town's traffic-related policies.
- Prepare Traffic Calming Design Guide that includes:
 - A blend of the best proven techniques;
 - New forward-thinking technologies; and
 - Implementation strategies to address the community's needs.



7

8

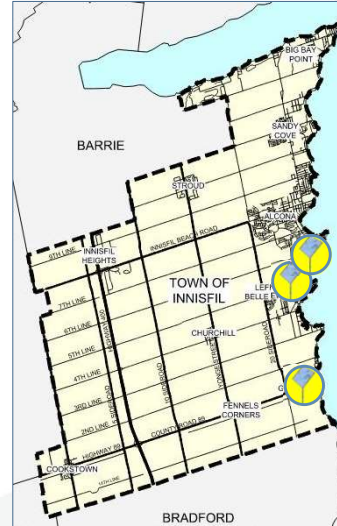
Innisfil Traffic Calming Project: Approach



8

Traffic Calming Pilot Projects

- Pilot projects conducted from August 26th to October 11th, 2022.
- Held in three locations:
 - Shore Acres Drive (20th Sideroad to Everton Drive)
 - Belle Aire Beach Road (Maple Rd to Willow Street)
 - Maple Road (Belle Aire Beach Road to 6th Line)
- Tested a variety of Traffic Calming measures



Poll Time!




- Poll will appear in centre of your screen.
- Your individual results cannot be seen by others.
- You can only vote once per question.




11

Poll Time!

Innisfil Traffic Calming Project
Public Open House #2



#1




11


12

Poll Time!

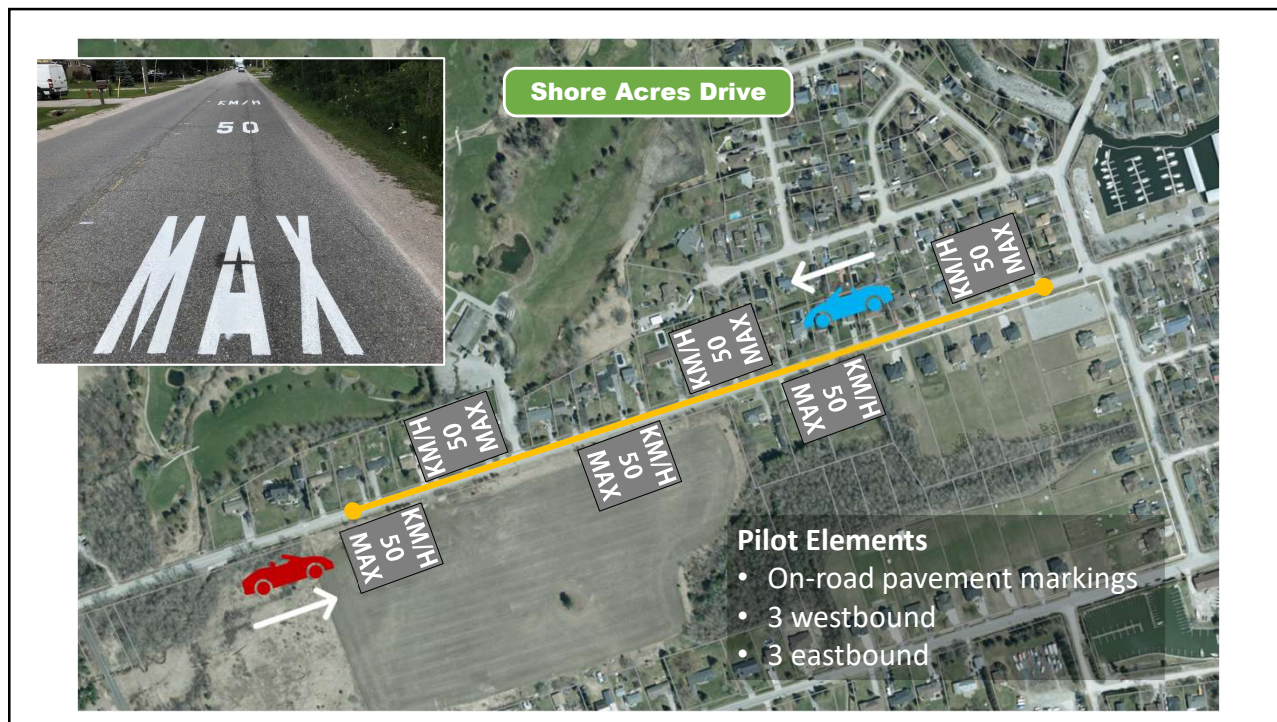
Innisfil Traffic Calming Project
Public Open House #2



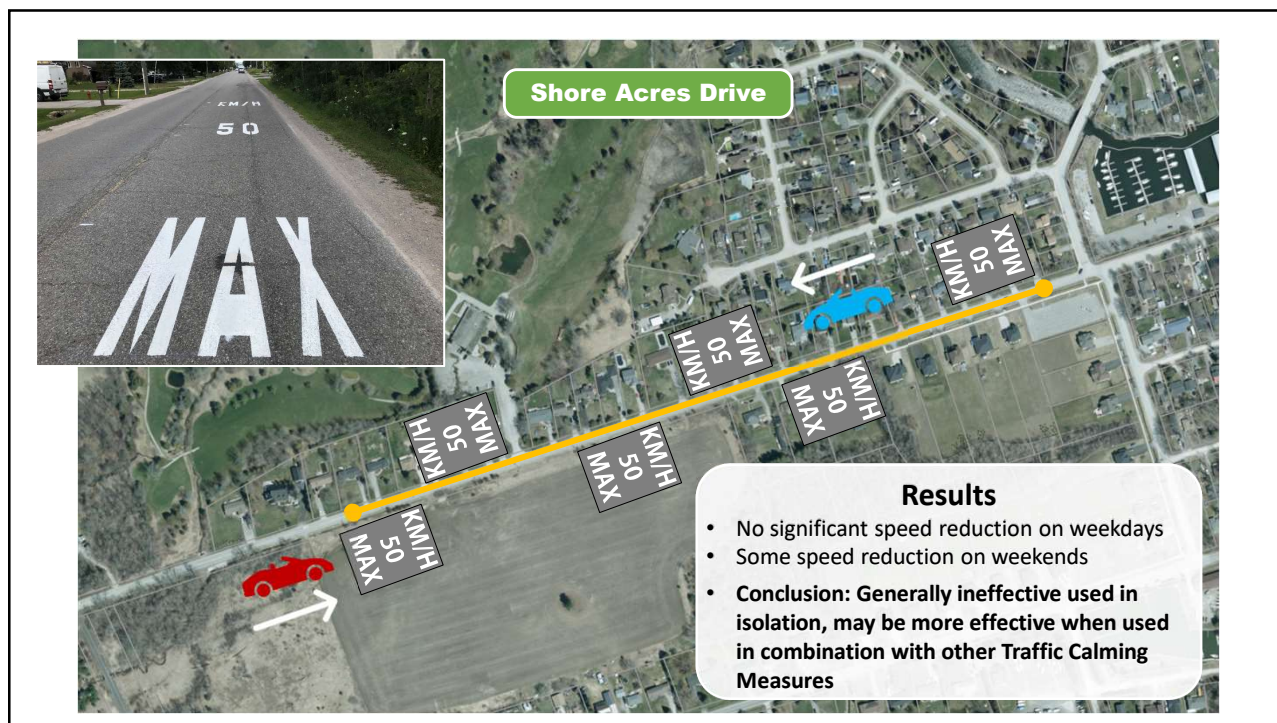
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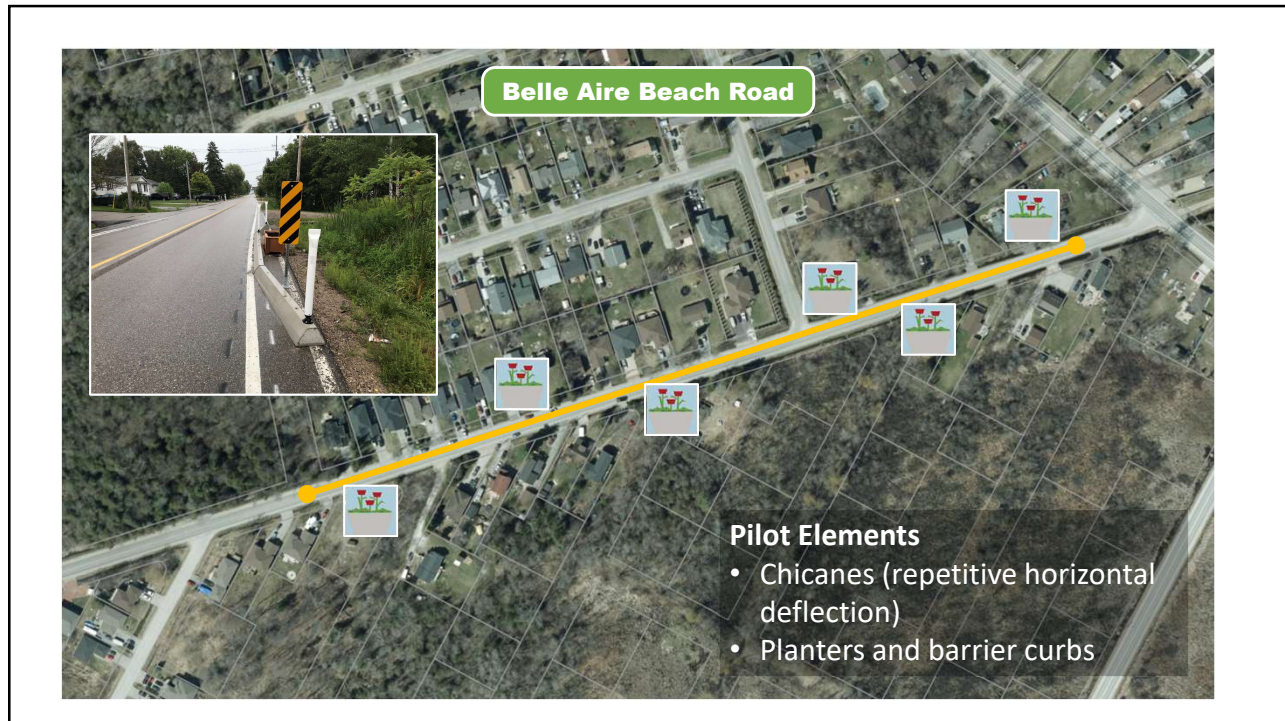
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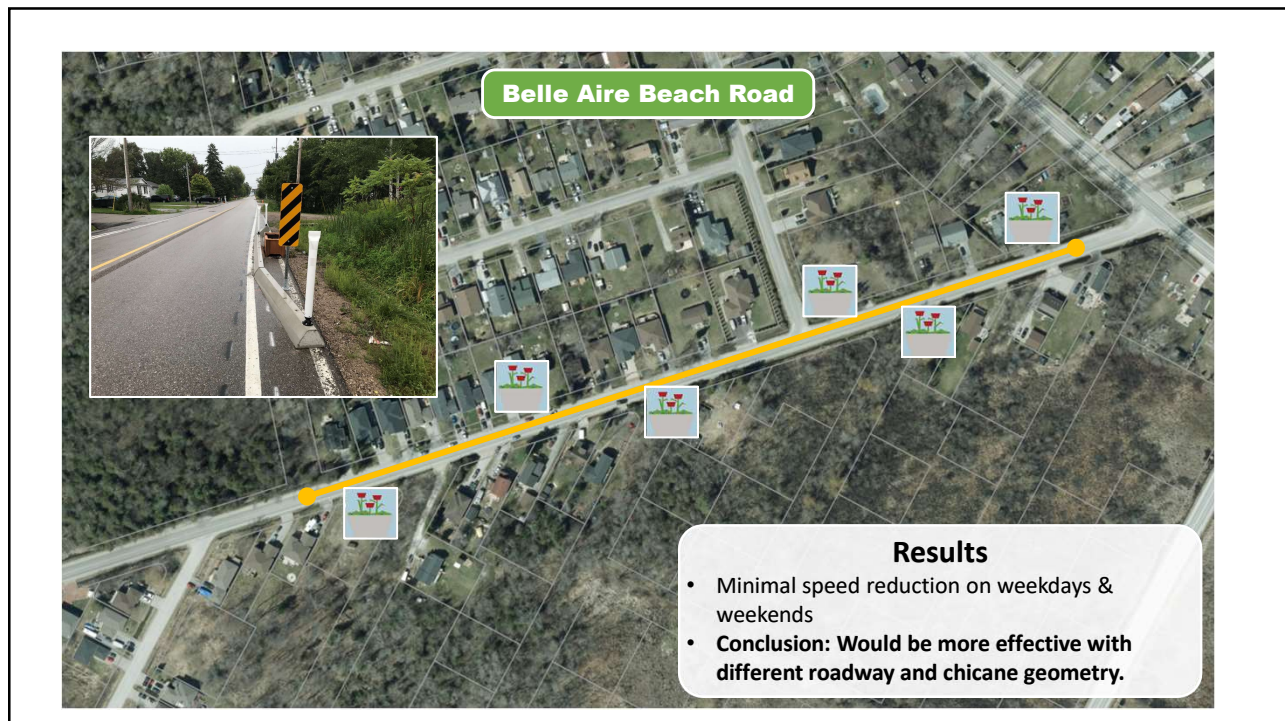
13



14



15



16

Belle Aire Beach Road

Results

- Minimal speed reduction on weekdays & weekends
- **Conclusion: Would be more effective with different roadway and chicane geometry.**

17

Maple Road

Pilot Elements

- Lane narrowing along full length (~750 m)
- Shared bike/pedestrian lane with flexible delineator
- Double centreline with flexible centreline delineator
- Speed cushions at each end
- Raised crosswalk (“PXO Crossing”)

PXO = Pedestrian Crossover

18

Maple Road

- Speed cushions at each end of Pilot section
- Shared bike/pedestrian lane with flexible delineator
- Shared bike/pedestrian lane
- Lane narrowing (~750 m)
- Double centrelines
- Flexible delineators
- Greater Lane Separation
- Formalized pedestrian crossing
- Raised crosswalk

19

Maple Road

Results

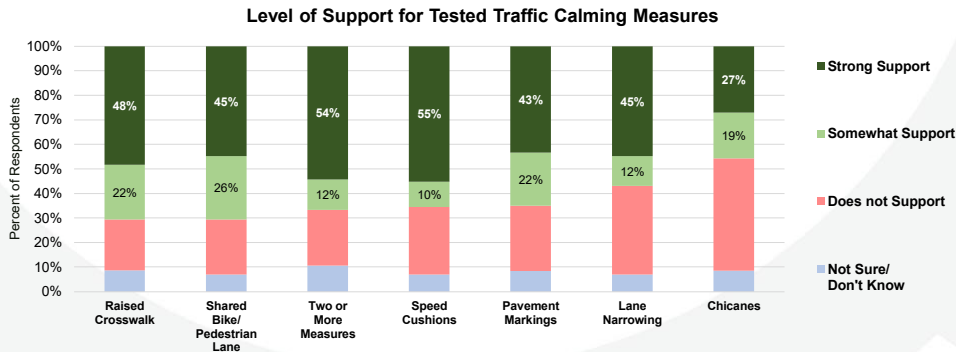
- Significant reduction of speeds
- Raised Crosswalk in addition to delineators provided increased safety for active road users
- **Conclusion: Combination of different Traffic Calming Measures found to be significantly effective at slowing traffic**

20

Traffic Calming Pilot Projects

- Online survey

- Raised crosswalk, bike/pedestrian lane with delineators had greatest support
- Chicanes had least support



Traffic Calming Pilot Projects: Findings

- Traffic Calming Measures (TCM) can be effective when properly chosen and deployed.
- Pilot successfully identified effectiveness of various TCMs.
- Results of the overall project (including Pilot) provide guidance for more proactive future implementations of TCM.
- Will guide updates to Town’s current TCM policy.
- Overall, Study results support Town’s desire for a more responsive and proactive TCM Policy.



Innisfil Traffic Calming Project: Outcomes

Main Outcomes

- Traffic Calming Design Guide
- 10-Year Traffic Calming Program
- Updates to Traffic Calming Policy



Innisfil Traffic Calming Project: Outcomes

Traffic Calming Design Guide

- Provides guidelines for the review and decision-making process of traffic calming requests
- Consideration of traffic calming in new developments
- Document provides a toolbox of applicable TCMs to the Town of Innisfil



Innisfil Traffic Calming Project: Outcomes

10-Year Traffic Calming Program

- Proactive approach to implementing Traffic Calming Measures based on data analysis and an updated warrant system
- Provides a process for prioritizing warranted locations
- Process involves updating location prioritization annually based on available data
- About 15 locations to be implemented over the next three years (pending Council approval and funding)



Innisfil Traffic Calming Project: Outcomes

Updates to Traffic Calming Policy

- Current policy: Developed as part of 2018 Transportation Master Plan Update
- Strategy will include recommended updates based on:
 - Traffic Calming Design Guide
 - 10-Year Program
 - Best Practices
 - Pilot Studies



Traffic Calming in Innisfil: Future Program

- Future traffic program includes twinned approaches for implementing Traffic Calming in Innisfil:
 - Request-based approach
 - Proactive, data-driven approach (10-year program)
- Both will be supported by the Traffic Calming Design Guide and updates to the Traffic Calming Policy



Poll Time!



Next Steps

- Finalize Design Guide, 10-Year Traffic Calming Program
- Technical Advisory Committee Meeting #4 (February 2023)
 - Discussion of Final Report
- Guidance for updating Traffic Calming Policy



Traffic Calming in Innisfil



QUESTIONS?



Thank you!

Please provide your
feedback and comments
to Yassine Bennani
by Friday, Dec. 30, 2022
yassine.bennani@exp.com



**Innisfil Traffic Calming Project
Consultation Summary**

Attachment E:


Map Tool Results

Map Tool Screen Grab

SURVEY **TRAFFIC CALMING PILOT PROJECTS** **MAP TOOL**

Traffic Calming Map

10 months



Have Your Say!

The Traffic Calming 10-Year Program will include a list of locations in Innisfil where traffic calming projects are recommended. We want your input on what locations require traffic calming and why.

You can use the Map Tool to do this. To start, click on the map or the “Go to Map” button. Click on the “+” icon to add and drag a pin, and then list your top 2 or 3 reasons why you feel traffic calming is needed there, including:

- Speeding
- Increase safety for pedestrians and cyclists
- Streetscape improvements
- Increase access for all traffic modes
- Reduce collisions
- Reduce need for police enforcement
- Reduce cut-through traffic

[Go to Map](#)

Identified Locations requiring Traffic Calming



Summary of Reasons for Requiring Traffic Calming

Issue/Reason for Request	Number of Times Reason was Cited	Percent of Requests that Included Reason (n=33)
Speeding	30	91%
Increase safety for pedestrians and cyclists	23	70%
Reduce cut-through traffic	11	33%
Reduce collisions	7	21%
Increase access for all traffic modes	4	12%
Reduce need for police enforcement	5	15%
Streetscape improvements	3	9%

Received Responses

Approximate Address of Marker Location Map Tool Link	Comment	Selected Reasons for Traffic Calming
<p>1361 Gilford Road, Gilford, Ontario L0L 1R0, Canada</p> <p>http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86480</p>	<p>Lots of speeding. Routinely see people doing double the speed limit along Gilford road in the 50 km/h zone. It makes the roadway, especially near the train tracks unsafe</p>	<p>Speeding, Increase safety for pedestrians and cyclists, Streetscape improvements</p>
<p>3836 West Street, Innisfil, Ontario L9S 2L8, Canada</p> <p>http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86482</p>	<p>There are quite a few younger residents with sooped up cars that like to speed on this road. There are a lot of kids that bike ride and walk, but it's really not safe, especially for an autistic child like mine.</p>	<p>Speeding, Increase safety for pedestrians and cyclists, Reduce need for police enforcement</p>
<p>45 Riley Street, Innisfil, Ontario L0L 1L0, Canada</p> <p>http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86483</p>	<p>This is a playground for the neighborhood and there is excessive speeding as people use this road to bypass the busy intersection at 89 and 27.</p>	<p>Speeding, Increase safety for pedestrians and cyclists, Reduce cut-through traffic</p>
<p>7118 Yonge Street, Innisfil, Ontario L9S 4N7, Canada</p> <p>http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86484</p>	<p>Need traffic lights here. Traffic on Yonge St is increasing all the time and turning left from 7th Line is always challenging. It will also help slow people down that are speeding along that stretch of Yonge.</p>	<p>Speeding, Reduce collisions</p>
<p>1790 Saint John's Road, Innisfil, Ontario L9S 1T4, Canada</p> <p>http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86485</p>	<p>Need traffic lights here. People speed along St. Johns and on the curve often cut into the pedestrian/bike lane. With the intersection being a bit hidden, especially at high speeds, turning off of 7th Line can be quite dangerous.</p>	<p>Speeding, Increase safety for pedestrians and cyclists, Reduce collisions</p>
<p>1515 Innisfil Beach Road, Innisfil, Ontario L9S 4B2, Canada</p> <p>http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86486</p>	<p>This whole area needs to change. Being caught on the tracks waiting for people to turn south onto 20th Sideroad is very dangerous, but very common. People trying to turn onto 20th Sideroad are always waiting for a long flow of traffic. Coming south on 20th Sideroad and trying to turn left onto IBR is incredibly challenging at times and very dangerous with traffic being bunched up so much there.</p>	<p>Increase access for all traffic modes, Reduce collisions</p>

Approximate Address of Marker Location Map Tool Link	Comment	Selected Reasons for Traffic Calming
2025 Webster Boulevard, Innisfil, Ontario L9S 0J8, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86487	Teh stretch of Webster from IBR to 7th Line is a racetrack for people. Need to add some speed bumps to slow people down. Very dangerous especially with how the bike lanes are now being right next to traffic.	Speeding, Increase safety for pedestrians and cyclists, Reduce need for police enforcement
45 Riley Street, Innisfil, Ontario L0L 1L0, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86488	People are frequently using this street as a speedway to bypass the congestion on 27 - especially during the summer and cottage country traffic picks up. This is a main crossing for kids going to the play ground and bus routes.	Speeding, Increase safety for pedestrians and cyclists, Reduce cut-through traffic
725 Hastings Avenue, Innisfil, Ontario L9S 1Z3, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86490	Excessive speeding There are no sidewalks and this is a 50kmh zone. I do not understand how these small streets with no sidewalks are the same speed limits as major roadways through town. IBR construction area is a 40kmh zone. makes no sense! I guess the construction workers are more important than our residents and children in our area. These areas should also be for local traffic only to reduce cut through traffic. When there is a back log on IBR at the park entrance Hastings Ave.becomes an alternate with increased traffic and drivers wanting to jump the line of traffic on IBR. Also when people get turned away from IBP, they race through Hastings or Lakelands at excessive speeds. We definitely need speed enforcement in the area.	Speeding, Increase safety for pedestrians and cyclists, Reduce cut-through traffic
624 Lakelands Avenue, Innisfil, Ontario L9S 4E6, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86492	This area requires more policing during peak periods at IBP. There is currently signage that reads NO STOPPING OR STANDING and people are using this area as a drop off and pick up area creating congestion and safety concerns for pedestrians. There needs to be more enforcement in this area. The signage is there but there is no enforcement except for an empty police vehicle at the park gate. Cut through traffic also needs to be addressed in this area. Lakelands should be for local traffic only from this point to decrease cut through traffic and reduce congestion for pedestrian safety. There are no sidewalks in this area making it very difficult to navigate through the area in peak times at the park. A proper drop off area needs to be created for the park.	Speeding, Increase safety for pedestrians and cyclists, Reduce cut-through traffic
19 Riley Street, Cookstown, Ontario L0L 1L0, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86495	Motorists often use this street due to the traffic on Highway 27 and Highway 89 especially during weekends in the summer. Many children live in this neighborhood who ride their bikes and walk to the park on this street.	Speeding, Increase safety for pedestrians and cyclists, Reduce cut-through traffic

Approximate Address of Marker Location Map Tool Link	Comment	Selected Reasons for Traffic Calming
25 Big Bay Point Road, Innisfil, Ontario L9S 2X4, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86515	<p>All of the streets in Big Bay Point are prone to speeding, all of the side streets are narrow. People walking, biking and driving are all trying to use the the same 20 feet or less of road width. Add in parked cars and there is a very high risk of an incident where someone could be injured. The town needs to take a serious look at the conditions here. Just walking in the area is hazardous, I have personally almost been hit numerous times while walking, by speeding drivers who pass to close.</p>	<p>Speeding, Increase safety for pedestrians and cyclists</p>
1258 Maple Road, Innisfil, Ontario L9S 4R7, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86523	<p>Entrance to Belle Aire Beach is located here. Vehicles are often observed speeding by this location.</p>	<p>Speeding, Increase safety for pedestrians and cyclists</p>
725 13th Line, Innisfil, Ontario L9S 3C5, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86547	<p>Cars are not going 60km/hr from 25th to the FH entrance. Most are doing 80+. The hidden entrance to FH is an issue. Leaving FH it is hard to see cars coming from the east. And a lot of visitors miss the entrance and do a u turn on the 13th line which is very dangerous as you come over the hill there is a car sideways on the road ahead.</p>	<p>Speeding, Streetscape improvements, Reduce need for police enforcement</p>
955 Big Bay Point Road, Innisfil, Ontario L9S 2N6, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86548	<p>Speed is excessive on BBP road</p>	<p>Speeding, Reduce need for police enforcement</p>
58 Queen Street, Innisfil, Ontario L0L 1L0, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86628	<p>This spot of highway has people coming into town at 80 and gearing up at 80. It's hard to get out of the parking lot. It's extra hard when the Honda traffic is out. There needs to be stop lights so cars can exit both the Foodland and HomeHardware parking lots safely.</p>	<p>Speeding, Increase access for all traffic modes</p>
14 King Street South, Cookstown, Ontario L0L 1L0, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86629	<p>During the summer on Sunday nights people are speeding after the lights to get home. They seem to be doing 60 in a 40 zone.</p>	<p>Speeding</p>

Approximate Address of Marker Location Map Tool Link	Comment	Selected Reasons for Traffic Calming
20 King Street South, Cookstown, Ontario L0L 1L0, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86630	On Friday and Saturday's in the summer or if there is an accident on hwy 400 going north traffic from the lights at 89 and 27 are backed up out of town. There have been a few accidents on hwy 27 and Victoria street of cars trying to cross 27 going West from Victoria and being hit by cars going south on 27. The lights on weekends should be shorter so that traffic can go through. Unsure of light timing but I have sat at the intersection of Hwy 27 and 89 for more than 3 minutes waiting for the light to change when there is no traffic going on 89.	Increase access for all traffic modes, Reduce collisions
438 Mapleview Drive, Innisfil, Ontario L9S 2Y9, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86687	Excessive speeding from the beach all the way to 25th sideroad.	Speeding, Increase safety for pedestrians and cyclists, Reduce cut-through traffic
3288 Sideroad 25, Innisfil, Ontario L9S 3E1, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86688	Running of stop signs at 25th and 20th.	Increase safety for pedestrians and cyclists
1032 Lebanon Drive, Innisfil, Ontario L9S 2B7, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86745	Speeds are to high down Lebanon. We need summer time speed bumps.	Speeding
1021 Lebanon Drive, Innisfil, Ontario L9S 2B7, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-86746	Speeding short cut to 25th side road Catholic school and Tim Hortons no sidewalks on street. Eventually someone will get hit	Speeding, Increase safety for pedestrians and cyclists, Reduce collisions
2317 Sandy Trail, Innisfil, Ontario L9S 2G1, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-87534	On Sandy Trail...vehicles speeding, along with ATV's using this street as a back & forth trail. Also this street is used as a by-pass, especially by those accessing the Petro at William St. and 25th Side road.	Speeding, Increase safety for pedestrians and cyclists, Reduce cut-through traffic

Approximate Address of Marker Location Map Tool Link	Comment	Selected Reasons for Traffic Calming
<p>3619 Friday Drive, Innisfil, Ontario L9S 3C8, Canada</p> <p>http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-93870</p>	<p>Many issues, the entrance to Friday Drive is far too wide, people coming out on to the 13th to go west treat it like a yield and never stop** to look for traffic. People turning left into Friday Drive cut their corner going towards oncoming traffic on Friday Dr without checking for oncoming traffic. I've seen many cars nearly hit traffic coming out of Friday Dr due to this. If you check Google Maps satellite view you can see the exact type of cutting in turns I'm referring to.</p> <p>There should be islands added on the 13th & Friday Drive to prevent people from cutting in on their left turns and the entrance to Friday Drive should not be made this wide as people stop 2 car lengths past the stop sign (behind the stop sign you can see cars coming up the hill) with their vehicles facing completely west treating it like a yield where you can no longer see oncoming traffic which at this point their own car frames block the view of oncoming traffic. This road is also a 30km/hr and not treated as such.</p> <p>To make matters worse visitors past the entrance and decide it's safe to do a 3-point turn at the bottom of the hill on the 13th even in the winter with icy roads making it very hard to stop in time. There should be signage to prevent this. This entrance is extremely unsafe. I almost get hit daily from drivers coming out of Friday Dr that are failing to stop and can barely stop in time to avoid a collision while coming out of a 30km/hr road so clearly not driving 30km/hr. The road needs to be made more narrow, and islands need to be added to prevent cutting in their left turns too early which prevents people from being able to check oncoming traffic.</p> <p>This entrance should have NEVER been placed here, it's a serious concern for everyone's safety.***</p> <p>Lastly there are cars that park at the very top of the hill to place signage for things in Friday Harbour in front of Friday Dr on the south side of the 13th. It's an extremely dangerous place to park a car on the road as you cannot safely drive around them on this hill without potential for an accident. There should be signage preventing parking and no advertisement signs should be allowed to be placed here due to the serious safety concern.</p> <p>The overall placement of this entrance shows poor planning and lack of care for safety from the developers.</p>	<p>Speeding, Increase safety for pedestrians and cyclists, Streetscape improvements, Reduce need for police enforcement, Reduce cut-through traffic</p>
<p>2317 Sandy Trail, Innisfil, Ontario L9S 2G1, Canada</p> <p>http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-87535</p>	<p>On Sandy Trail...vehicles speeding, along with ATV's using this street as a back & forth trail.</p> <p>Also this street is used as a by-pass, especially by those accessing the Petro at William St. and 25th Side road.</p>	<p>Speeding, Increase safety for pedestrians and cyclists, Reduce cut-through traffic</p>

Approximate Address of Marker Location Map Tool Link	Comment	Selected Reasons for Traffic Calming
1258 Maple Road, Innisfil, Ontario L0L 1C0, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-93597	Drivers frequently exceed the speed limit by 20km/h+; children and seniors use this area and are at risk of injury/death; the beach needs a crosswalk!	Speeding, Increase safety for pedestrians and cyclists
255 Nelson Crescent, Innisfil, Ontario L9S 3B9, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-93682	Since the development of Innisfil Estates the traffic has increased dramatically on our street as Lynn and Nelson are used as major access into the new development. Cars continually speed on this street. We understand stop signs are not an option but why can the town not install removable speed bumps.	Speeding, Increase safety for pedestrians and cyclists, Increase access for all traffic modes
1174 Shore Acres Drive, Gilford, Ontario L0L 1R0, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-94082	Even with the new road markings, consistent speeding east and west bound well over 50 KM. Someone is going to get hurt.	Speeding
1174 Shore Acres Drive, Gilford, Ontario L0L 1R0, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-94083	Sitting out front on a Friday night watching multiple cars driving excessive speeds. Mostly heading west. 50km/hr speed limit painted on road does not seem to be affecting driver behaviour. Need removable speed bumps in place May through October. Worth noting that is speed bumps ever go in on Shore Acres those people who want to speed will likely move over to Travelling on Gilford Rd so their traffic would likely increase. Thank you.	Speeding
5088 County Road 27, Innisfil, Ontario L0L 1L0, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-94302	We need more visible, functional, and productive traffic calming measures before the school. Traffic (especially large trucks) often speed down Hwy 27 with little knowledge or regard to the school. We need lane narrowing, better markers, flashing lights etc ...Before someone gets seriously injured.	Speeding, Increase safety for pedestrians and cyclists, Reduce collisions
1 Church Street, Cookstown, Ontario L0L 1L0, Canada http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-94303	Better traffic management at this intersection in general. Red light cameras, coordinated advanced green for all directions, better timing on the lights during rush hour to minimize people running the lights and more police presence, tickets. The intersection is hazardous and someone is going to be seriously injured.	Speeding, Increase safety for pedestrians and cyclists, Reduce collisions, Reduce cut-through traffic

Approximate Address of Marker Location Map Tool Link	Comment	Selected Reasons for Traffic Calming
<p>1973 Jans Boulevard, Innisfil, Ontario L9S 5A5, Canada</p> <p>http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-94672</p>	<p>This street is a race track at all hours of the day and is rarely, if ever policed. Being a main route for kids walking, biking and other wise traveling to area schools you would think the town would care a little more.</p>	<p>Speeding, Increase safety for pedestrians and cyclists</p>
<p>1224 Belle Aire Beach Road, Innisfil, Ontario L0L 1W0, Canada</p> <p>http://www.getinvolvedinnisfil.ca/tcs/maps/traffic-calming-map?reporting=true#marker-94837</p>	<p>Traffic calming needs to be extended as speeders start as soon as they turn onto Belle Aire from 20th and head east bound on Belle Aire Beach Road towards Lake Simcoe, from cars, trucks, SUVs, delivery trucks, construction trucks to ATVs go over 100 km/h as I have followed an ATV out of concern. I have a Nest Camera and it catches many speeders during any given day. I walk this street with my dogs and have no where else to walk and it's unsafe with vehicles going this speed. It's 50km/h and no one follows this speed.</p>	<p>Speeding, Increase safety for pedestrians and cyclists, Reduce cut-through traffic</p>

**Innisfil Traffic Calming Project
Consultation Summary**

Attachment F:

Online Survey Results

Traffic Calming Pilot Project Survey

SURVEY RESPONSE REPORT

28 March 2018 - 02 February 2023

PROJECT NAME:

Traffic Calming Strategy



REGISTRATION QUESTIONS

Q1 First name and Last name

Redacted

Redacted

Redacted

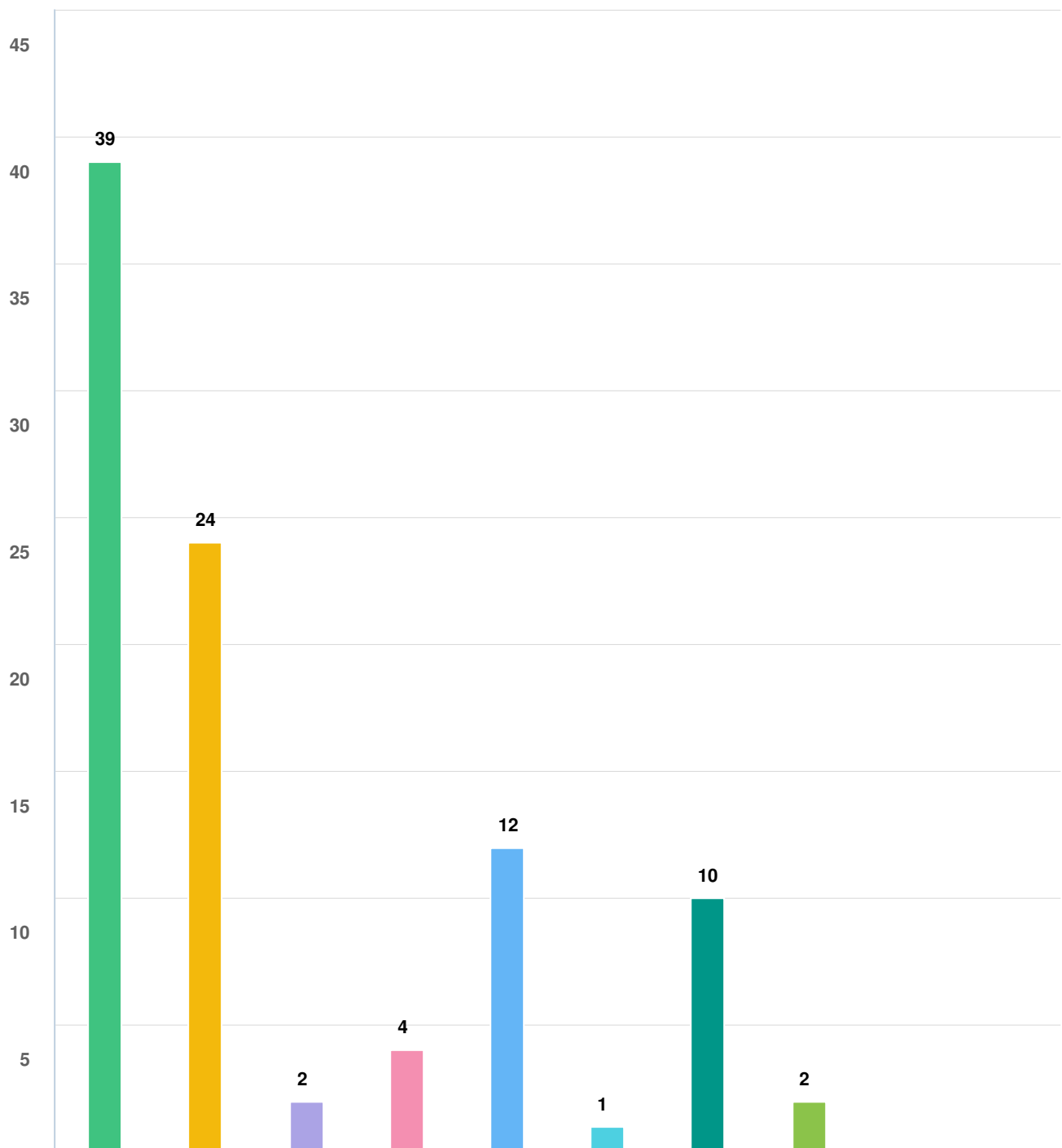
Redacted

Redacted

Mandatory Question (56 response(s))

Question type: Single Line Question

Q2 What area of Innisfil are you located in or closest to?



Question options

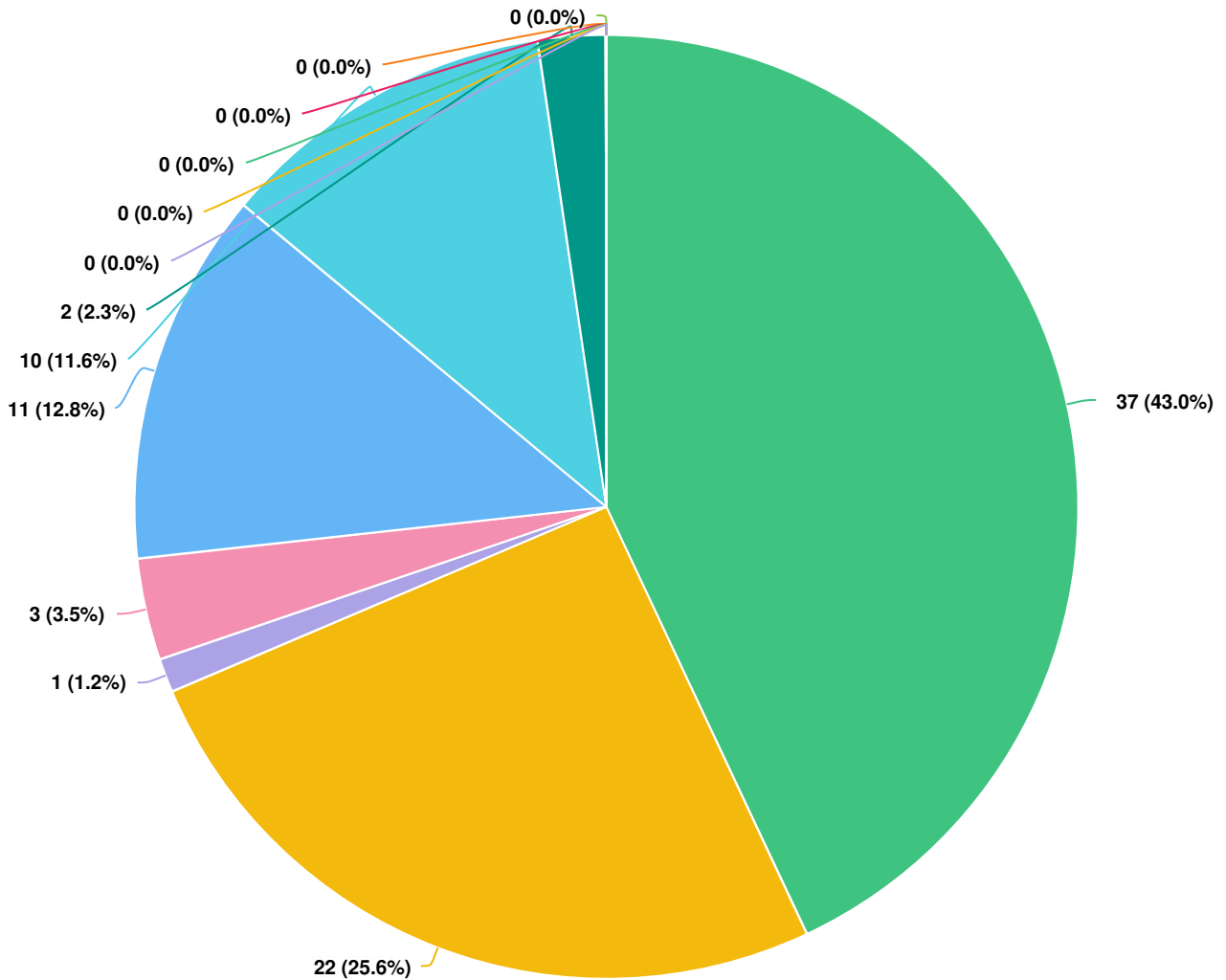
- Alcona
- Belle Ewart
- Churchill
- Cookstown
- Gilford
- Innisfil Heights
- Lefroy
- Stroud
- Big Bay Point
- Sandycove

Mandatory Question (86 response(s))
Question type: Checkbox Question



SURVEY QUESTIONS

Q1 What area of Innisfil are you located?

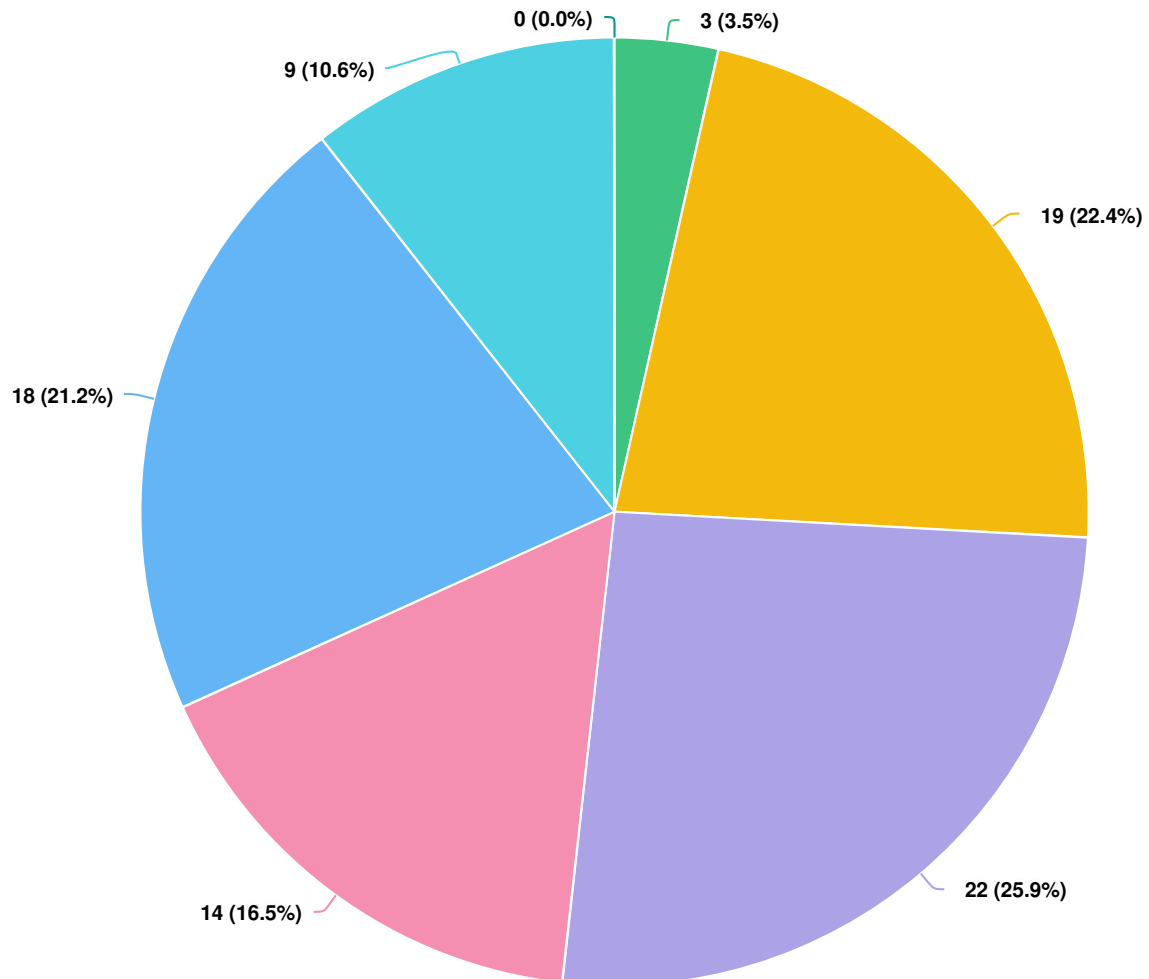


Question options

- Alcona Belle Ewart Churchill Cookstown Gilford Lefroy Stroud Barclay
- Big Bay Point Friday Harbour Innisfil Heights Sandycove I am not a resident of Innisfil

Optional question (86 response(s), 0 skipped)
Question type: Radio Button Question

Q2 What is your age?

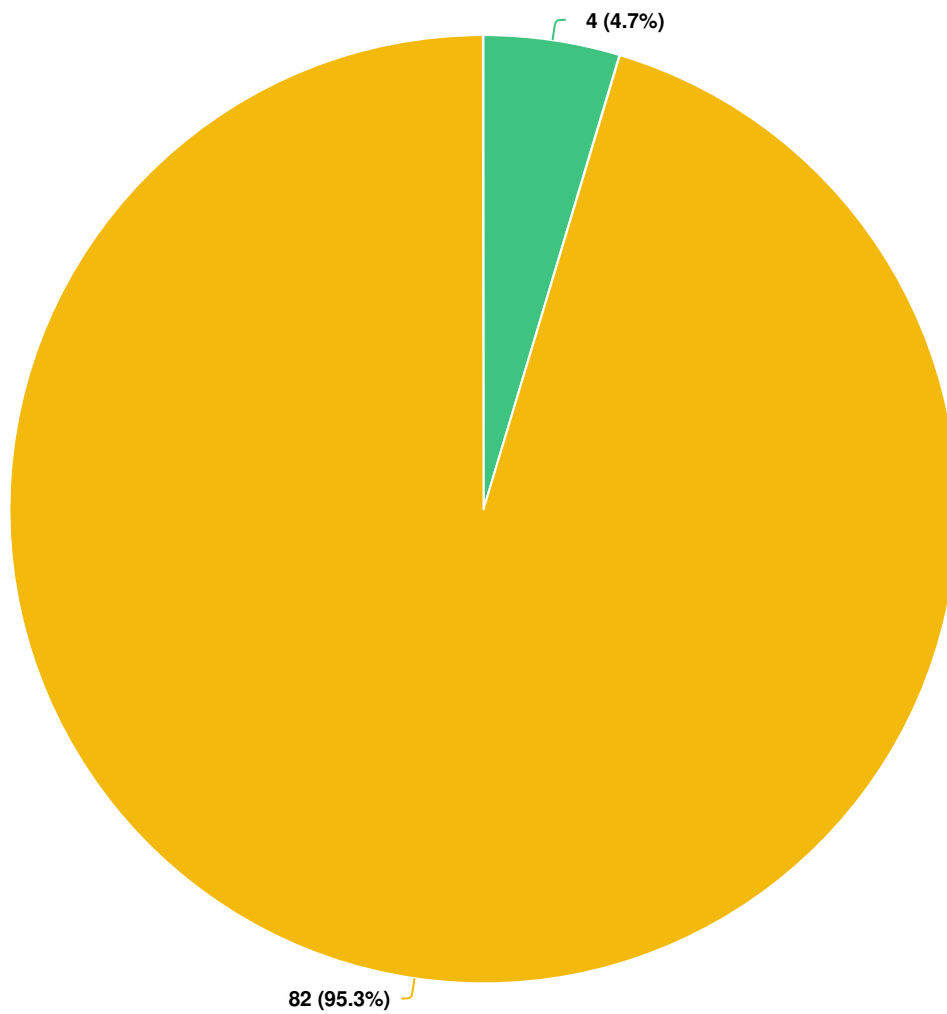


Question options

- 20-29 years old
- 30-39 years old
- 40-49 years old
- 50-59 years old
- 60-69 years old
- 70+ years old
- 19 years and under

Optional question (85 response(s), 1 skipped)
Question type: Radio Button Question

Q3 Do you live on Shore Acres Drive between the railroad tracks and Everton Drive?

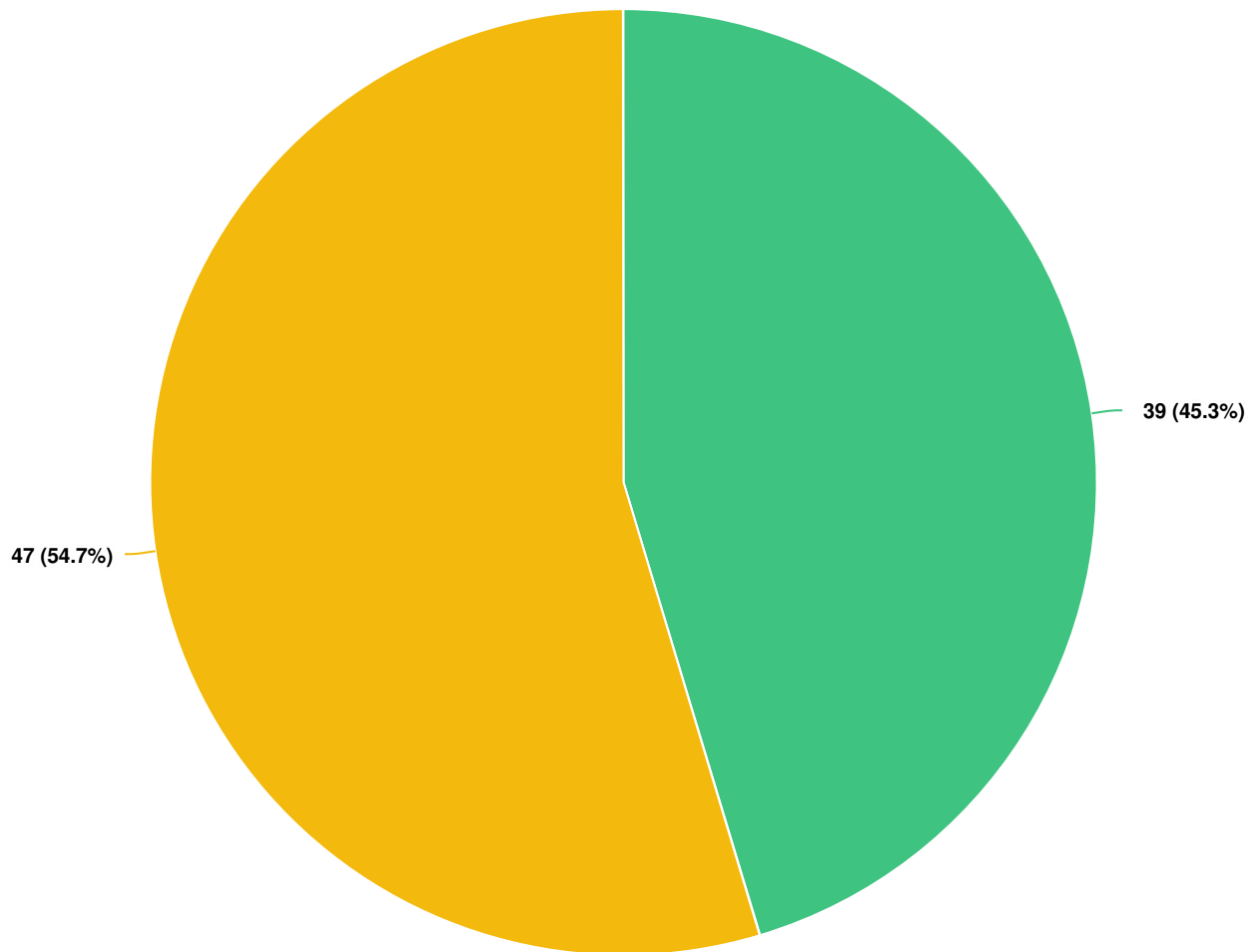


Question options

- Yes
- No

Optional question (86 response(s), 0 skipped)
Question type: Radio Button Question

Q4 Between August 26 and October 11, have you driven along this stretch of Shore Acres Drive or been a passenger in a vehicle doing so?

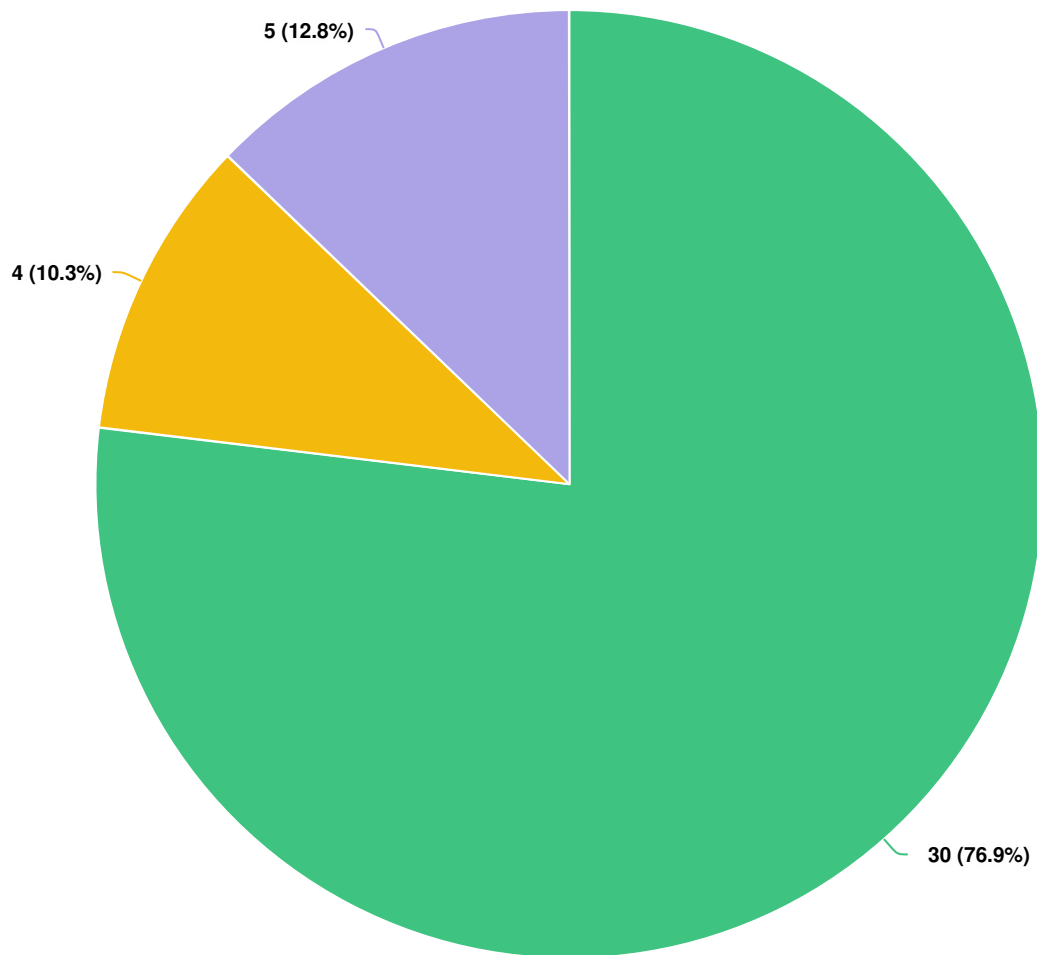


Question options

- Yes
- No

*Optional question (86 response(s), 0 skipped)
Question type: Radio Button Question*

Q5 In these instances, were you usually the driver or the passenger?

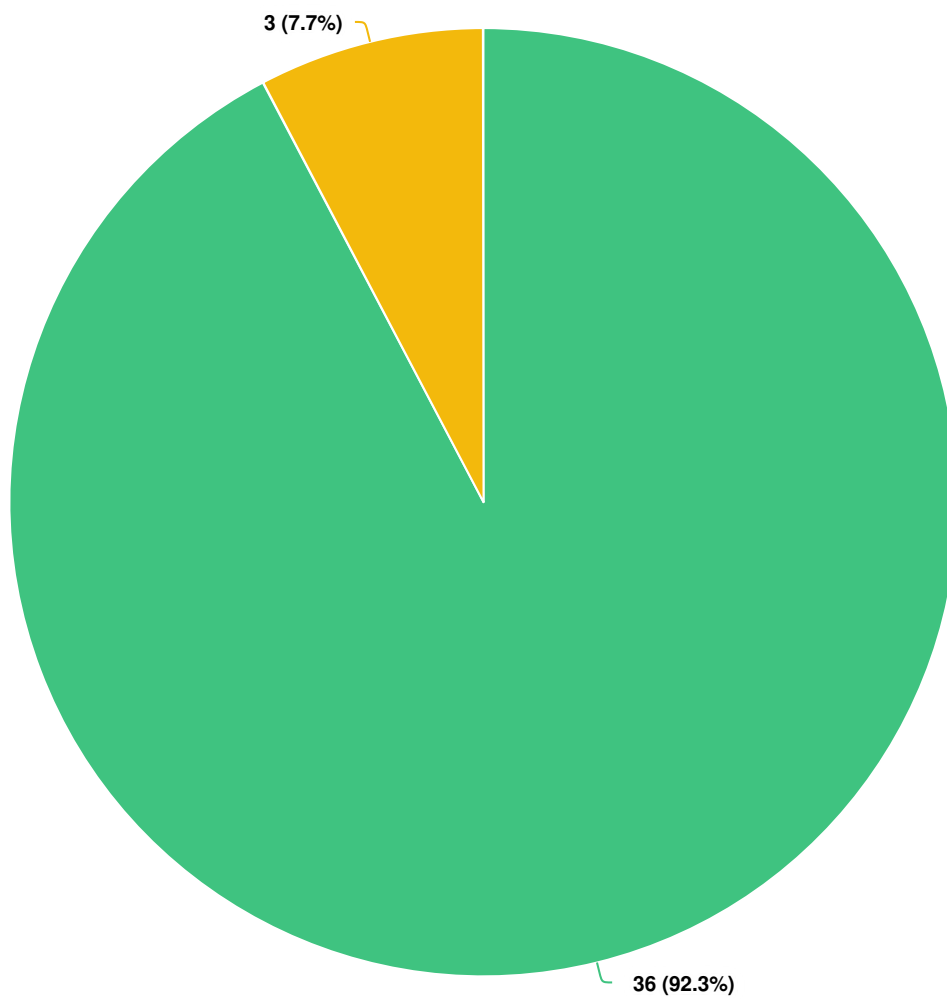


Question options

- Usually the driver
- Usually the passenger
- Equally both

Optional question (39 response(s), 47 skipped)
Question type: Radio Button Question

Q6 Did you notice the pavement markings in the pilot area?

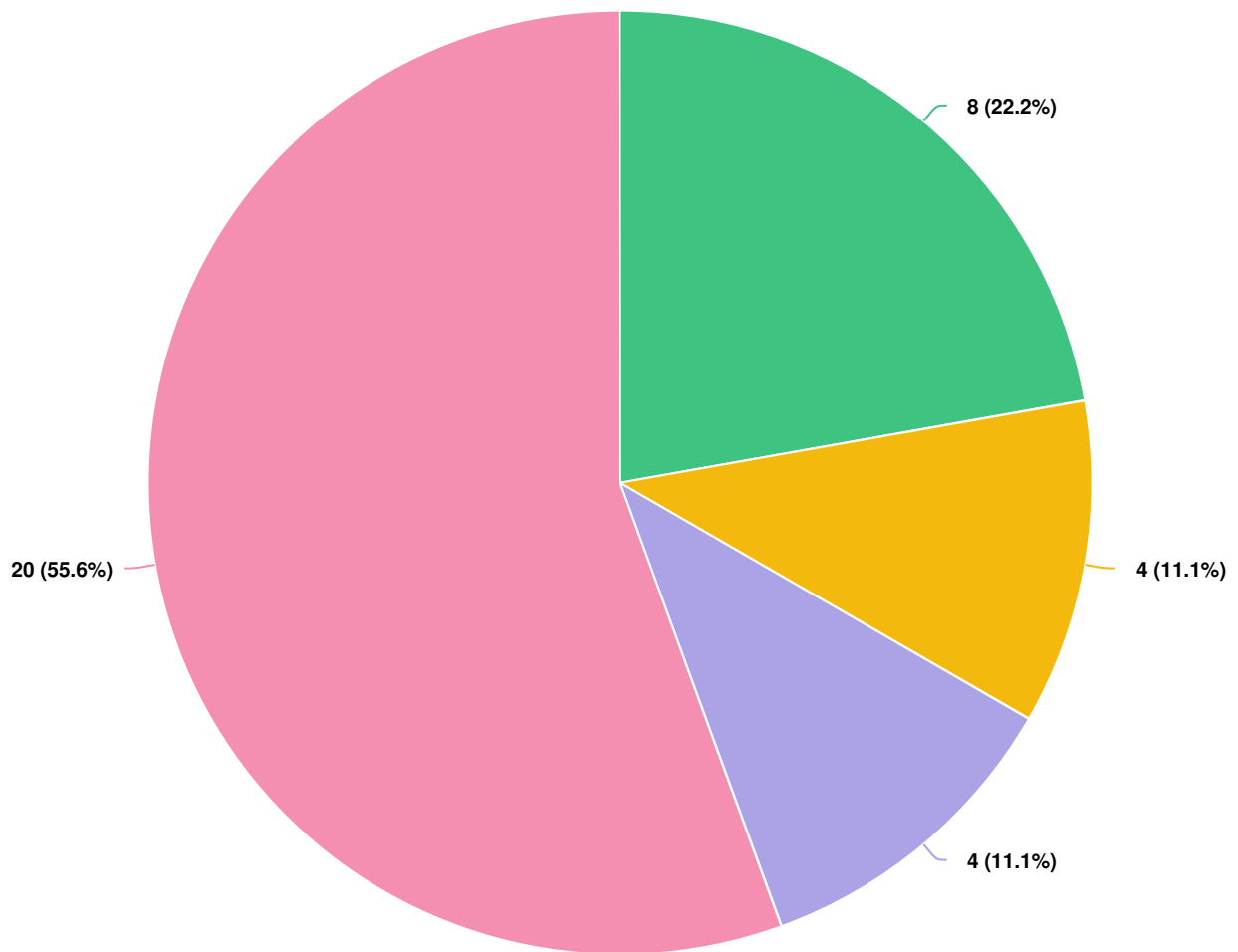


Question options

- Yes
- No

*Optional question (39 response(s), 47 skipped)
Question type: Radio Button Question*

Q7 In the vehicle you were in, did you feel that the measure encouraged you (or the driver, if you were a passenger) to reduce the vehicle's speed? Please select the answer that most applies.

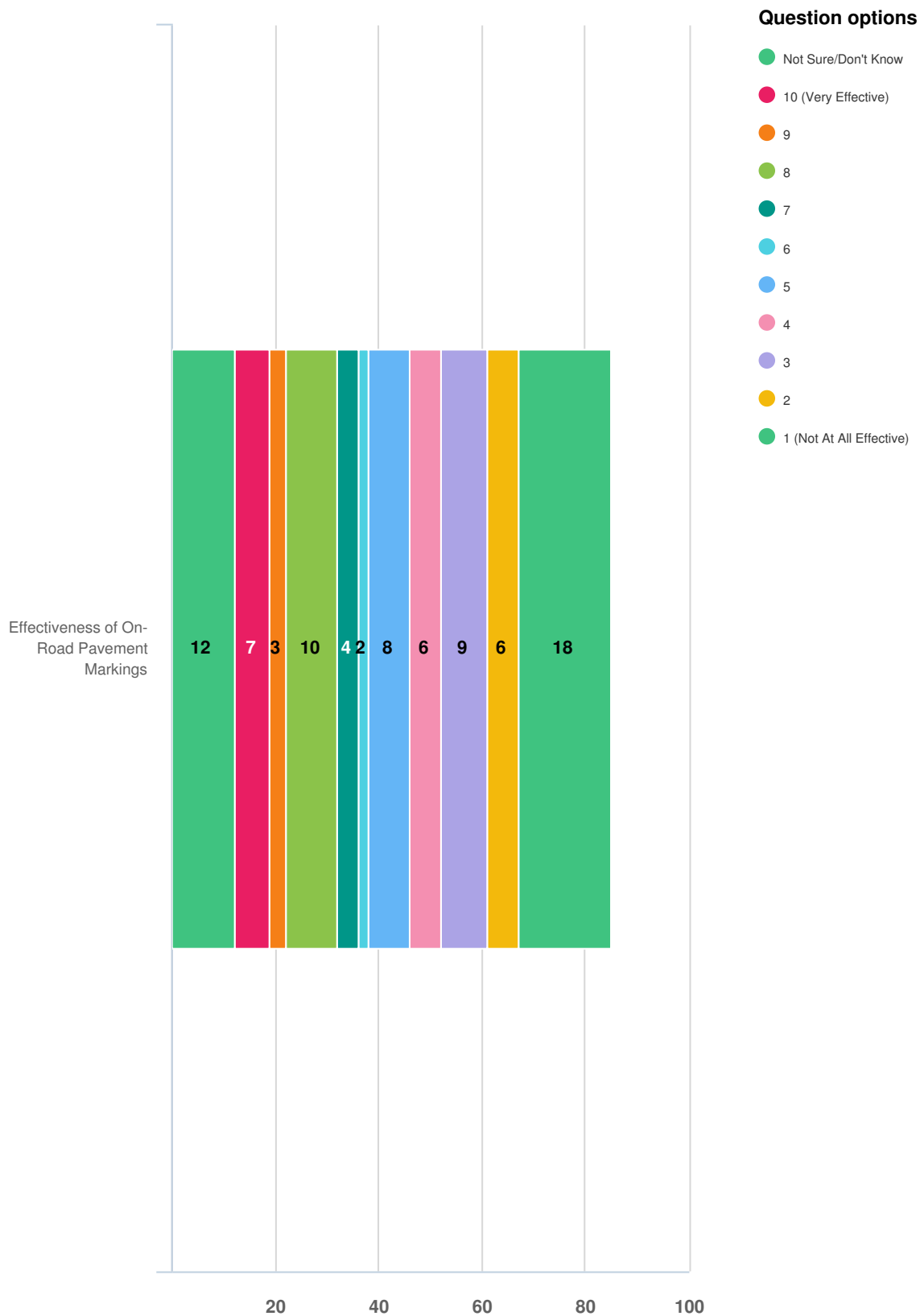


Question options

- Yes - I/we was going above the speed limit and I/we reduced my/our speed
- Yes - I/we was going below the speed limit, and I/we reduced my/our speed further
- No - I/we was going above the speed limit but was not encouraged to reduce my/our speed
- No - I/we was not speeding and did not need to reduce my/our speed

*Optional question (36 response(s), 50 skipped)
Question type: Radio Button Question*

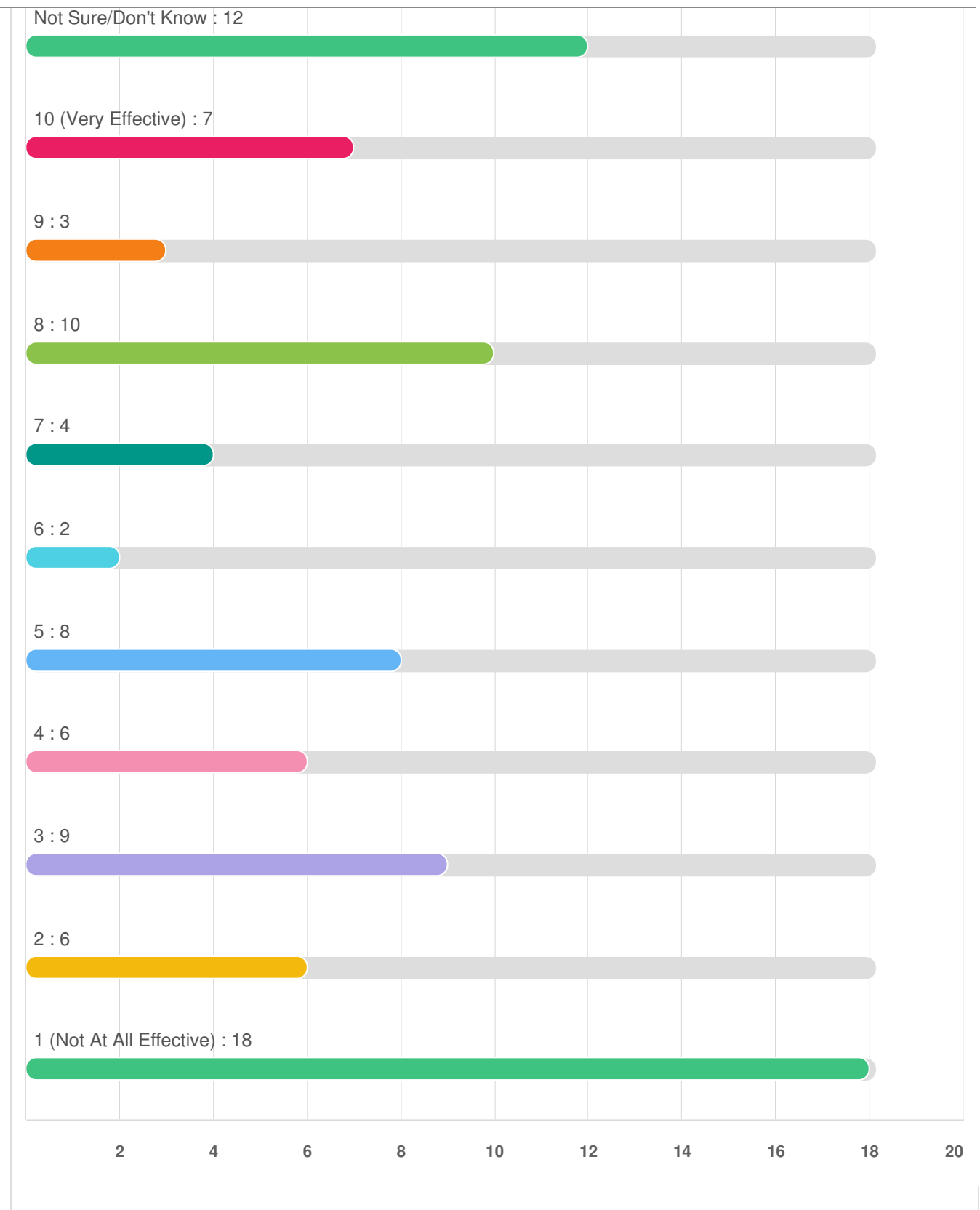
Q8 On a scale of 1 to 10, how effective do you feel these type of pavement markings as a traffic calming measure would be at improving traffic safety, where 1 is not at all effective and 10 is very effective?



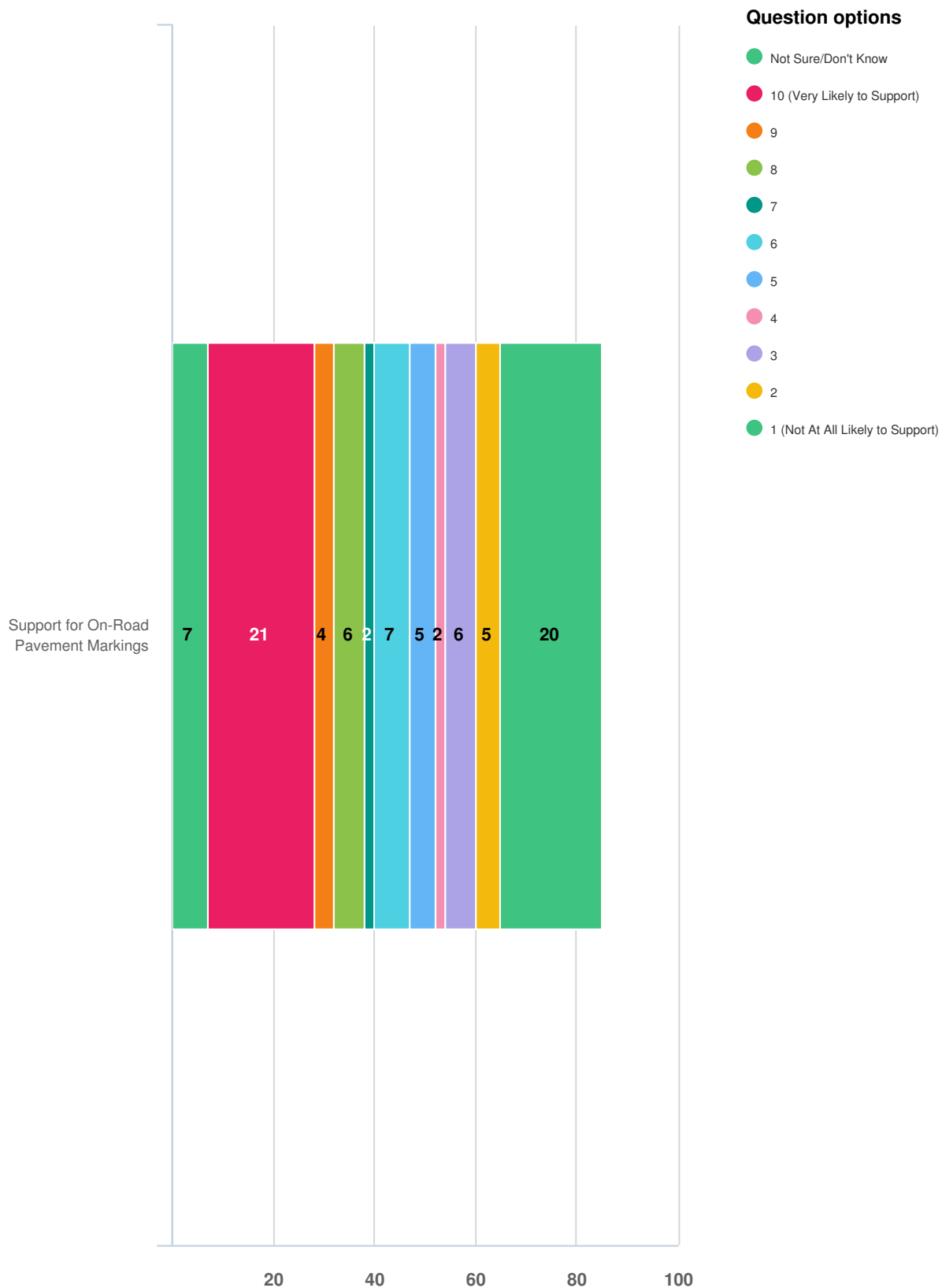
Optional question (85 response(s), 1 skipped)
Question type: Likert Question

Q8 | On a scale of 1 to 10, how effective do you feel these type of pavement markings as a traffic calming measure would be at improving traffic safety, where 1 is not at all effective and 10 is very effective?

Effectiveness of On-Road Pavement Markings



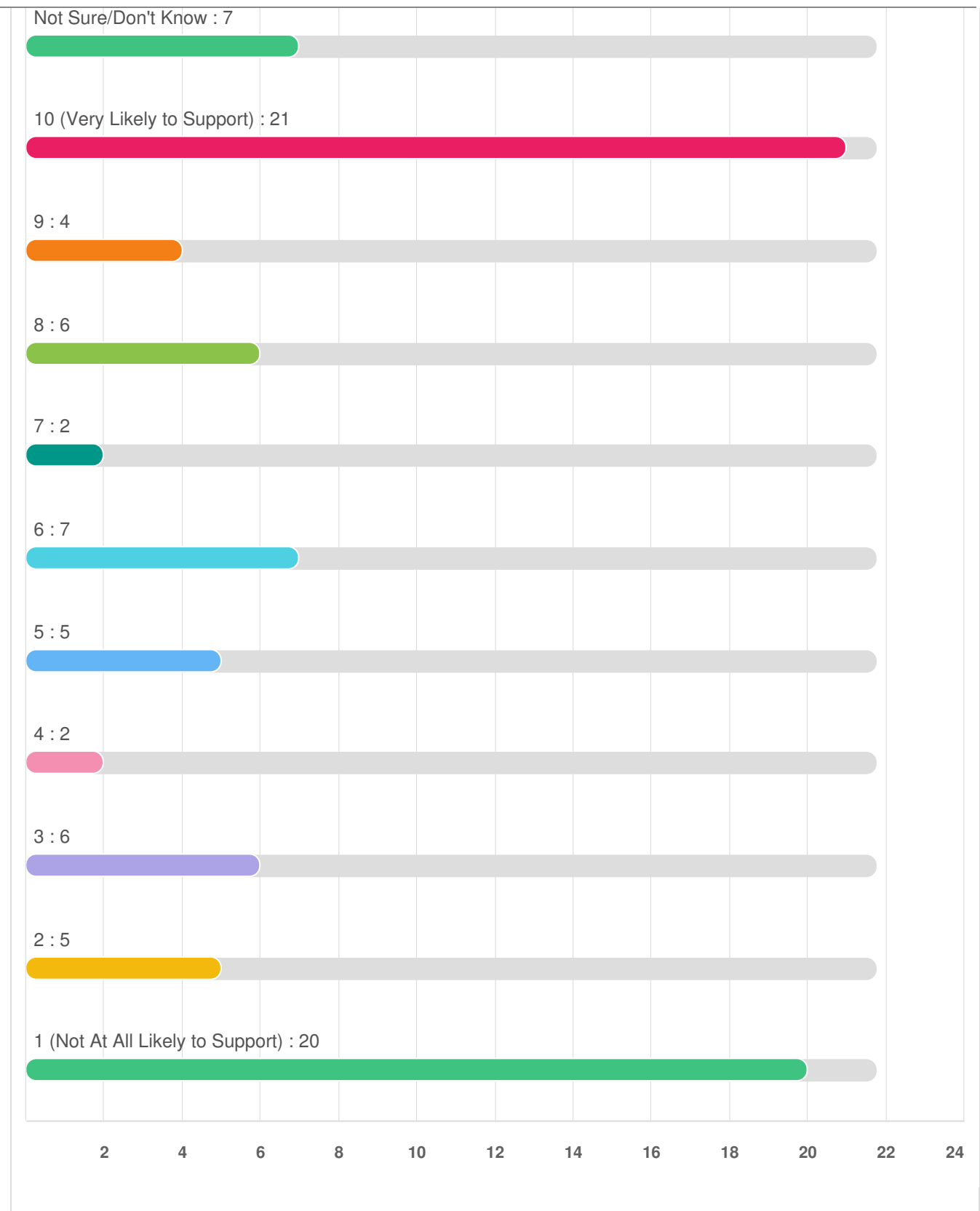
Q9 On a scale of 1 to 10, how likely are you to support such a traffic calming measure if it were to be included in your neighbourhood, where 1 is not at all likely and 10 is very likely?



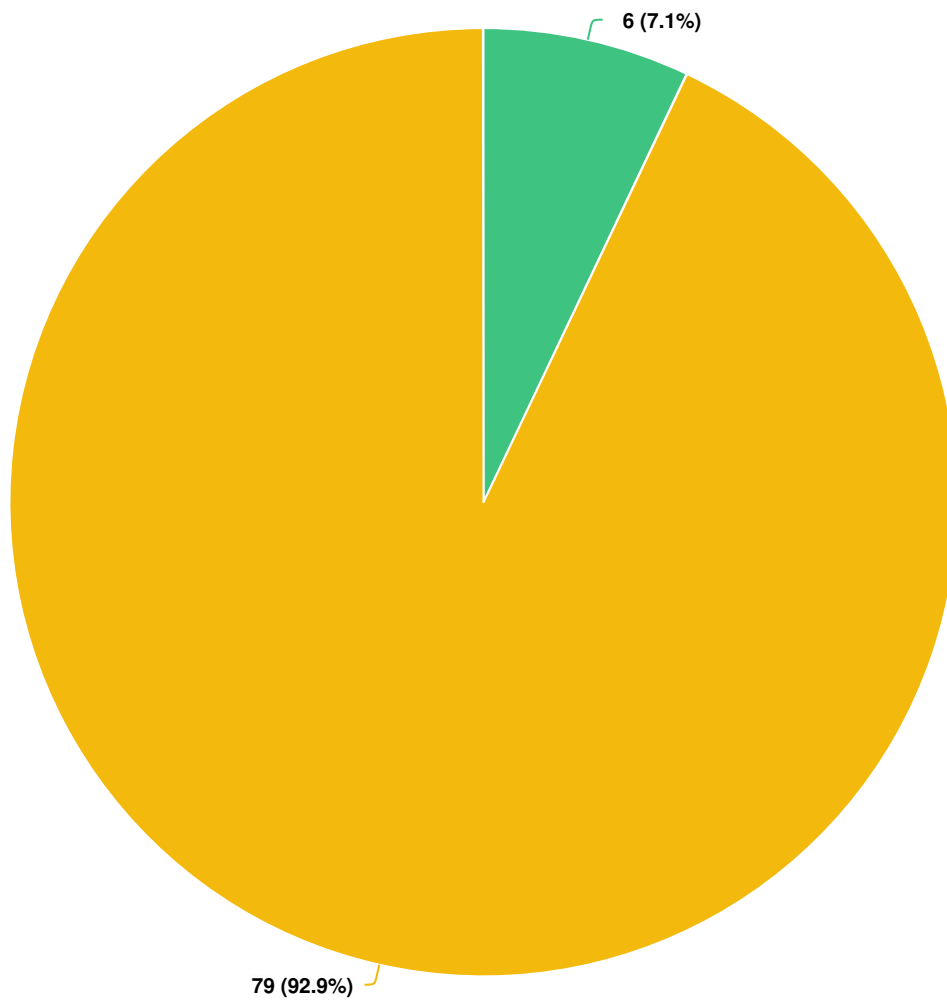
Optional question (85 response(s), 1 skipped)
 Question type: Likert Question

Q9 | On a scale of 1 to 10, how likely are you to support such a traffic calming measure if it were to be included in your neighbourhood, where 1 is not at all likely and 10 is very likely?

Support for On-Road Pavement Markings



Q10 Do you live on Belle Aire Beach Road between Willow Street and Maple Road?

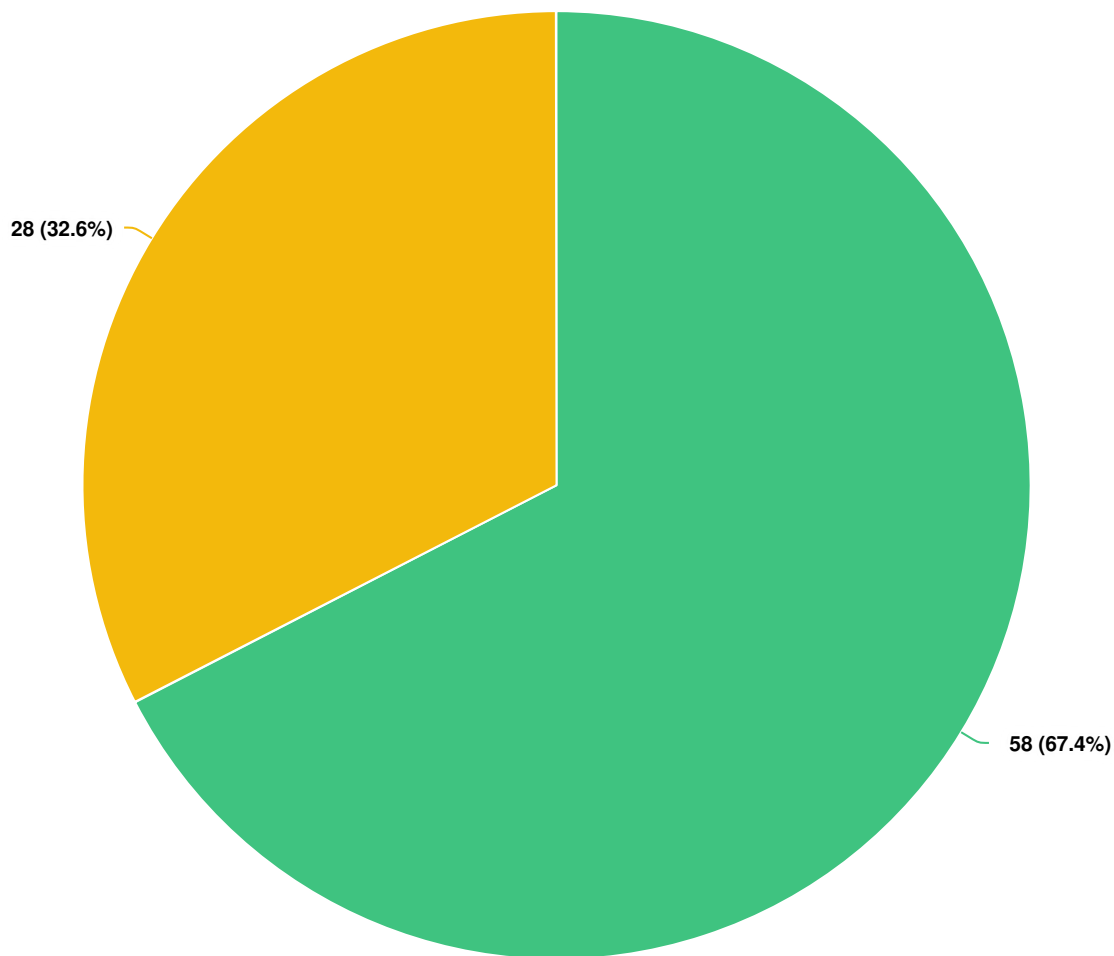


Question options

- No
- Yes

*Optional question (85 response(s), 1 skipped)
Question type: Radio Button Question*

Q11 | Between August 26 and October 11, have you driven along this stretch of Belle Aire Beach Road or been a passenger in a vehicle doing so?

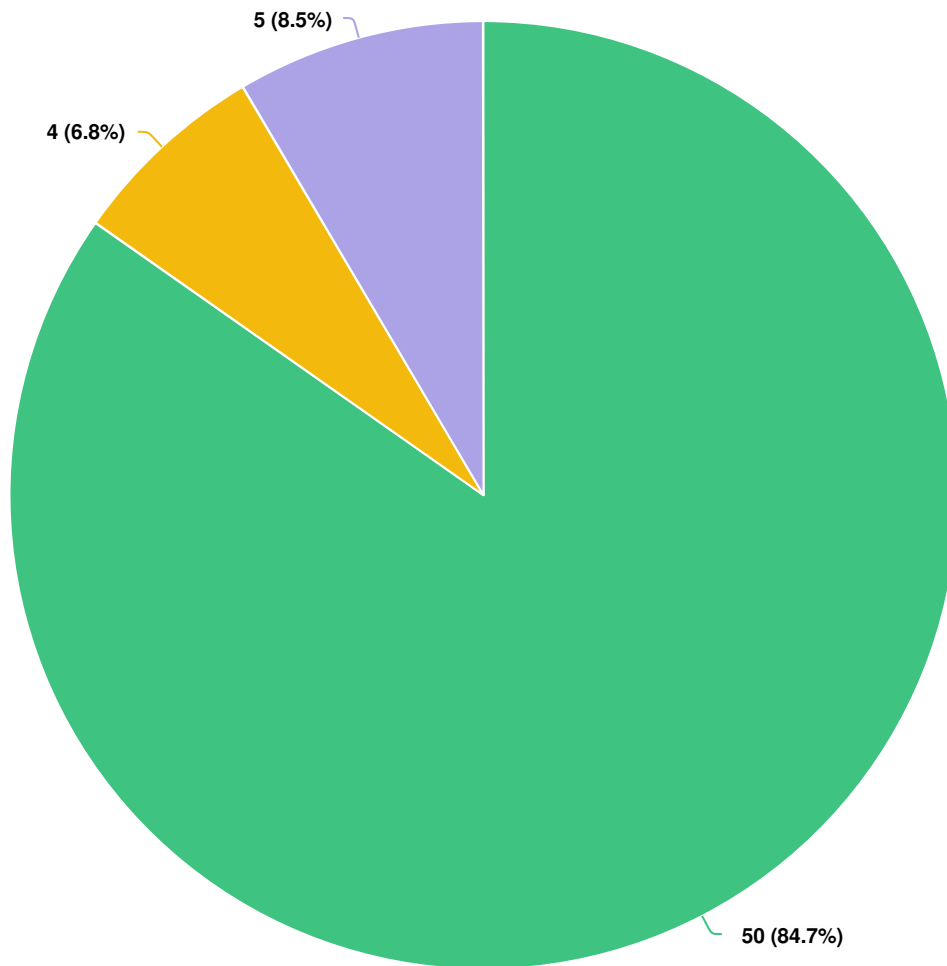


Question options

- No
- Yes

Optional question (86 response(s), 0 skipped)
Question type: Radio Button Question

Q12 In these instances, were you usually the driver or the passenger?

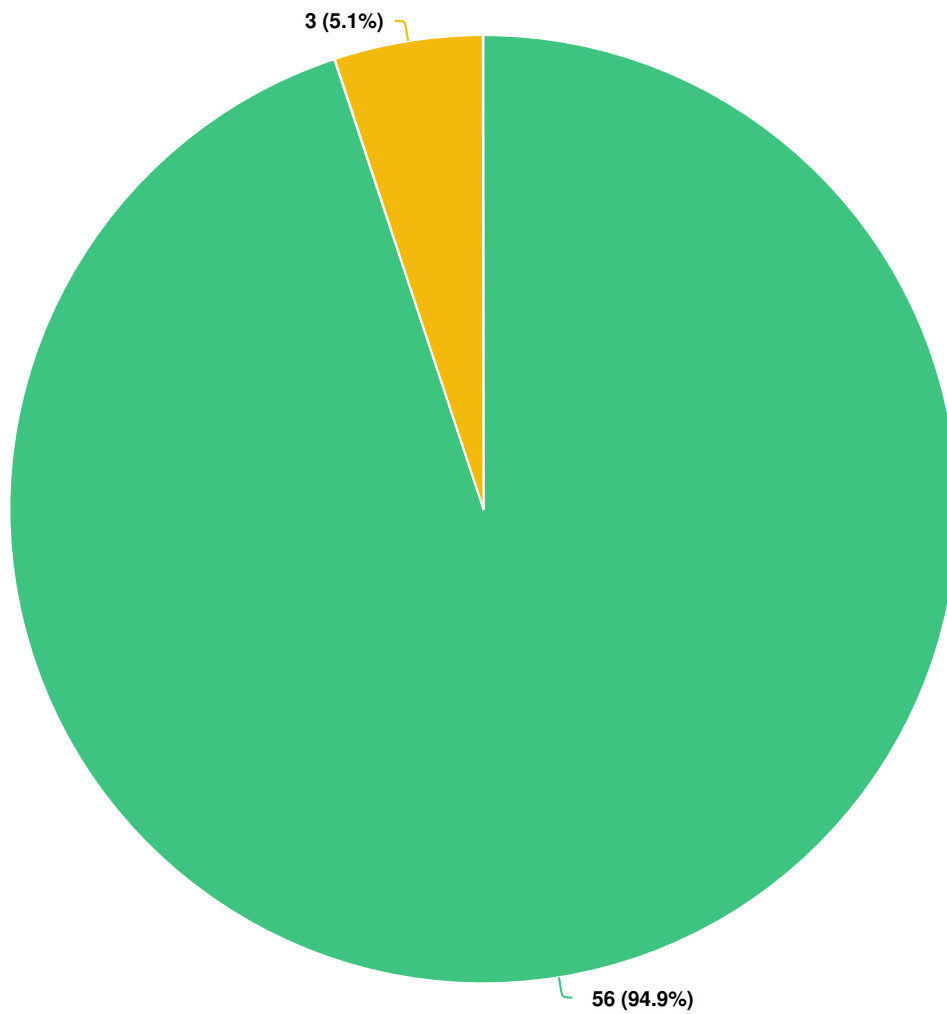


Question options

- Equally both
- Usually the passenger
- Usually the driver

Optional question (59 response(s), 27 skipped)
Question type: Radio Button Question

Q13 Did you notice the chicanes in the pilot area?

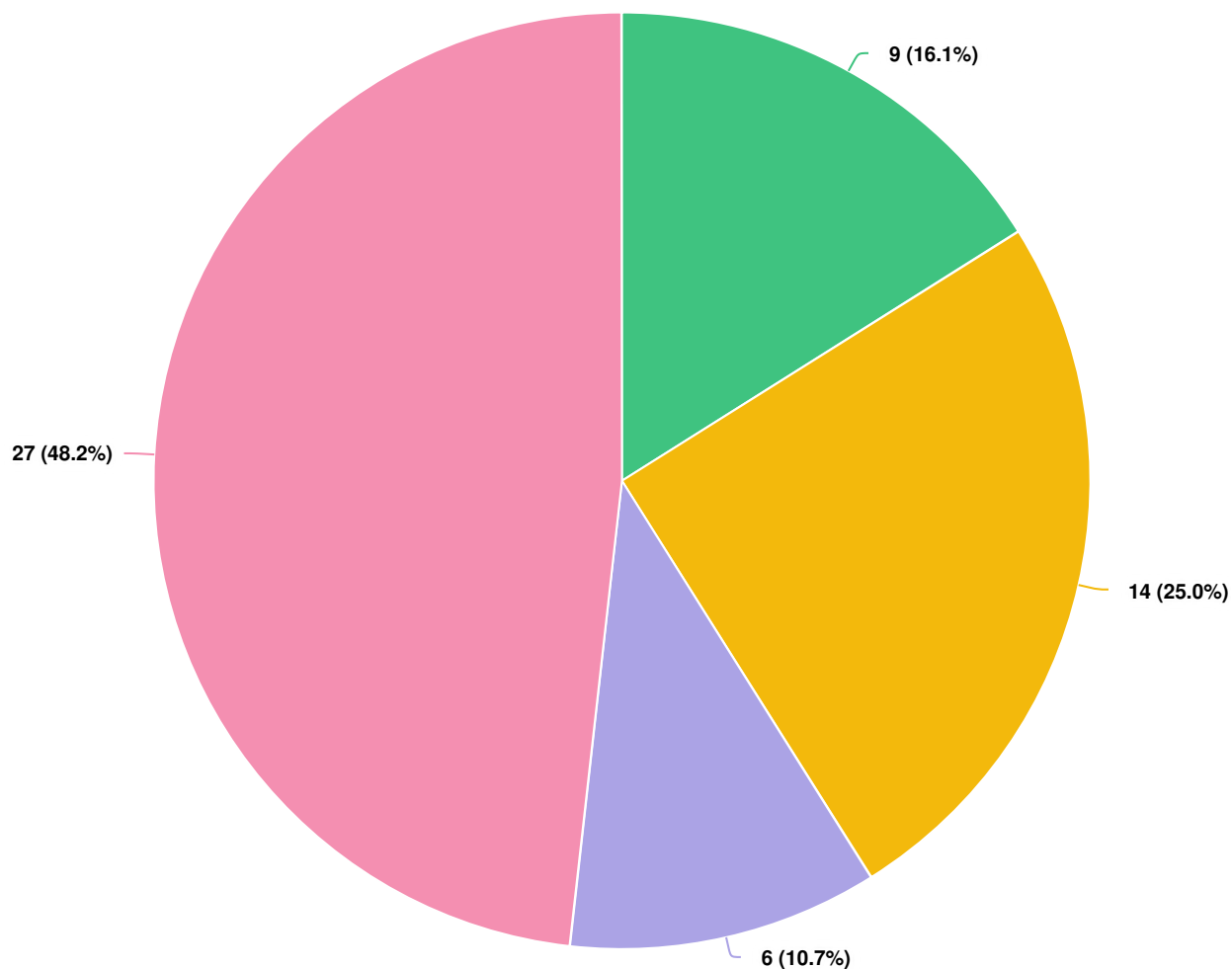


Question options

- No
- Yes

*Optional question (59 response(s), 27 skipped)
Question type: Radio Button Question*

Q14 In the vehicle you were in, did you feel that the measure encouraged you (or the driver, if you were a passenger) to reduce the vehicle's speed? Please select the answer that most applies.

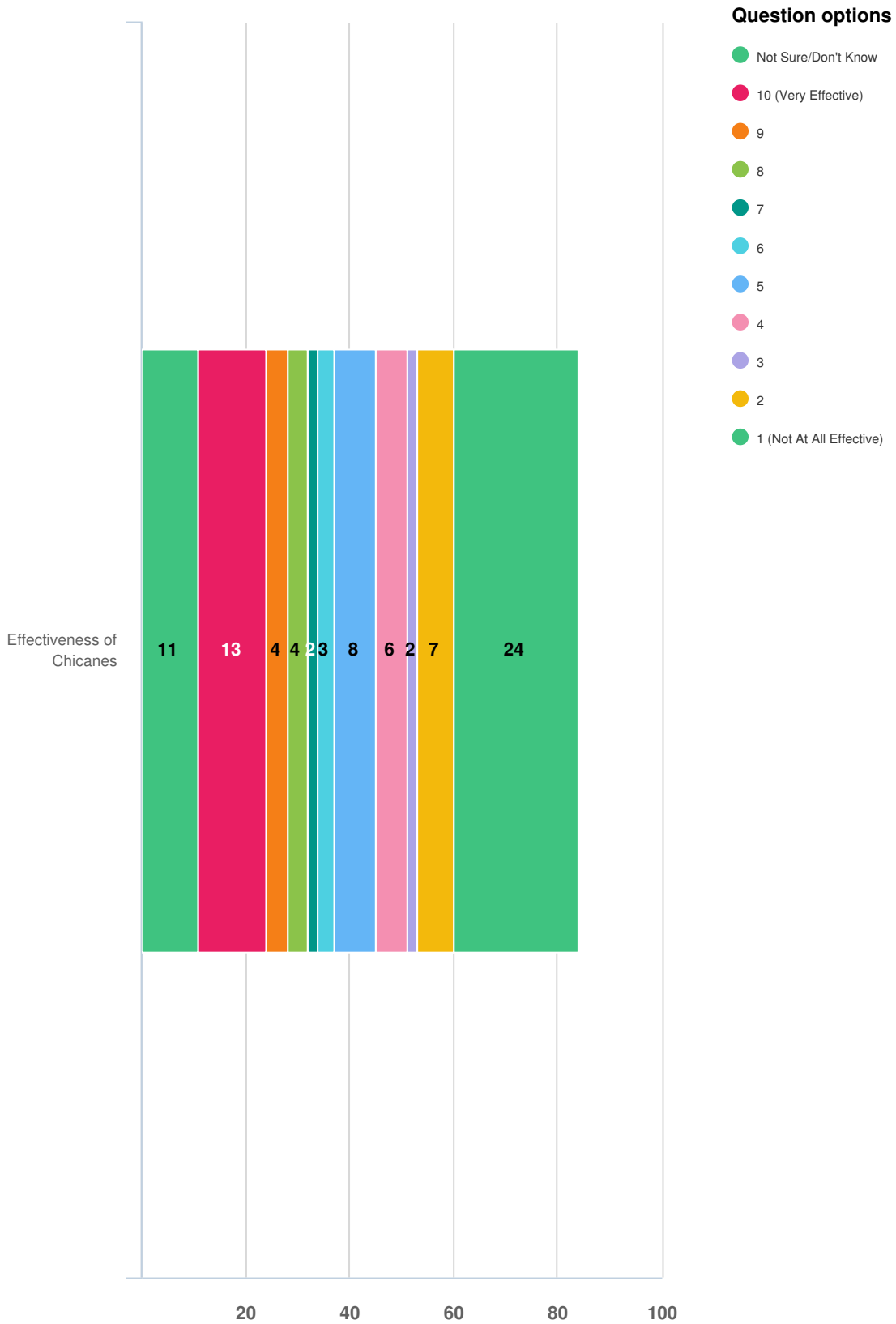


Question options

- No - I/we was not speeding and did not need to reduce my/our speed
- No - I/we was going above the speed limit but was not encouraged to reduce my/our speed
- Yes - I/we was going below the speed limit, and I/we reduced my/our speed further
- Yes - I/we was going above the speed limit and I/we reduced my/our speed

Optional question (56 response(s), 30 skipped)
Question type: Radio Button Question

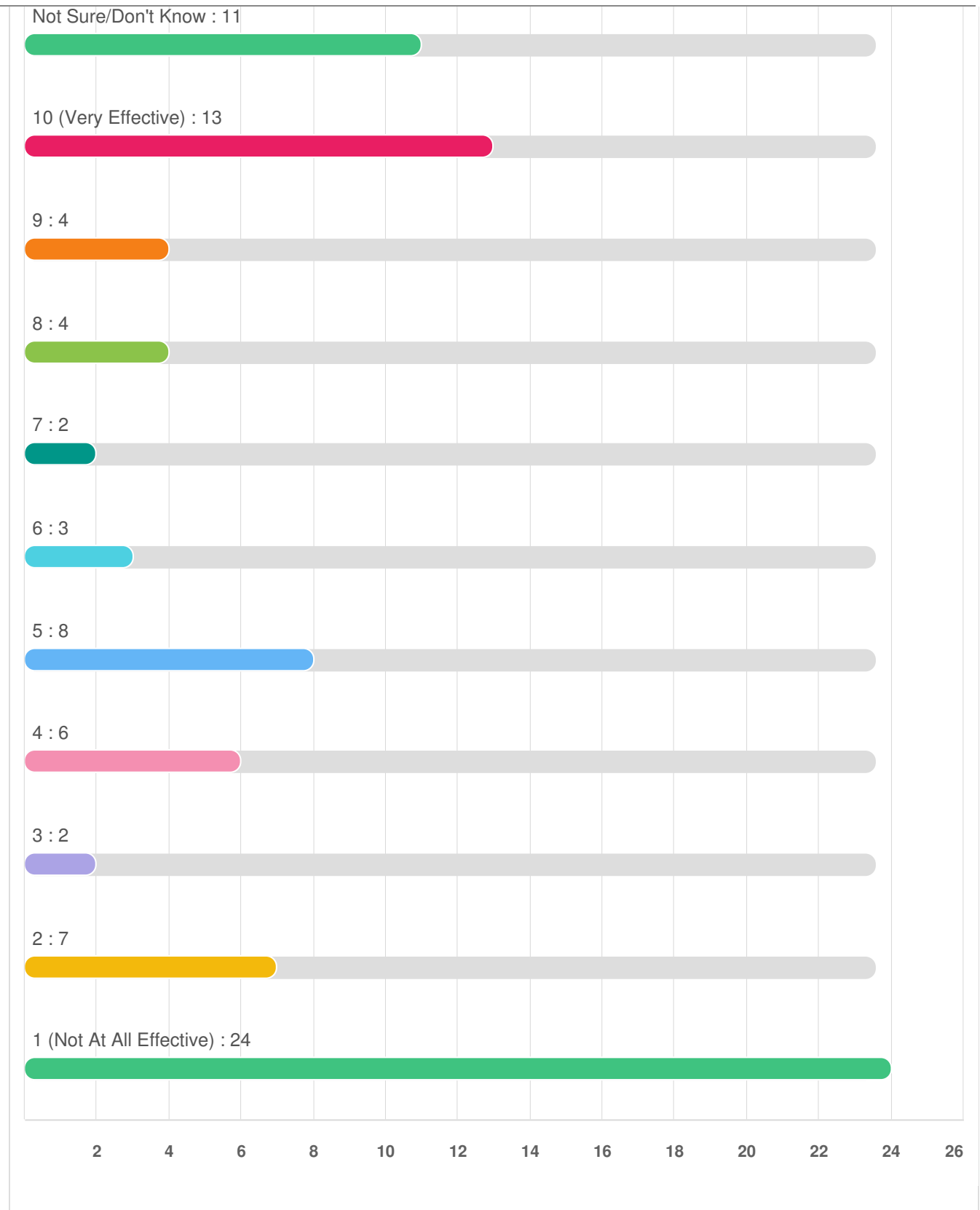
Q15 On a scale of 1 to 10, how effective do you feel the use of chicanes as a type of traffic calming measure would be at improving traffic safety, where 1 is not at all effective and 10 is very effective?



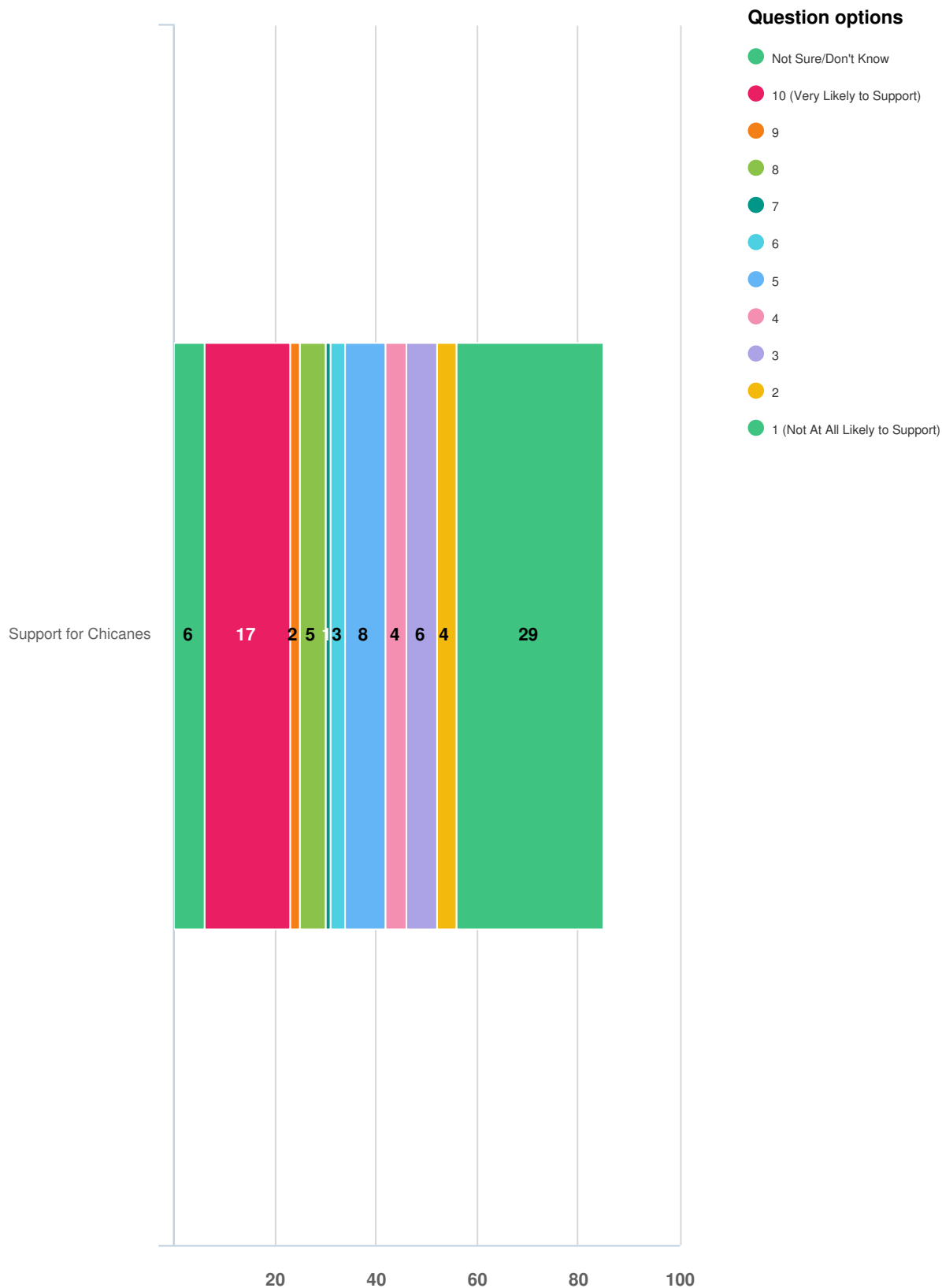
Optional question (84 response(s), 2 skipped)
Question type: Likert Question

Q15 | On a scale of 1 to 10, how effective do you feel the use of chicanes as a type of traffic calming measure would be at improving traffic safety, where 1 is not at all effective and 10 is very effective?

Effectiveness of Chicanes



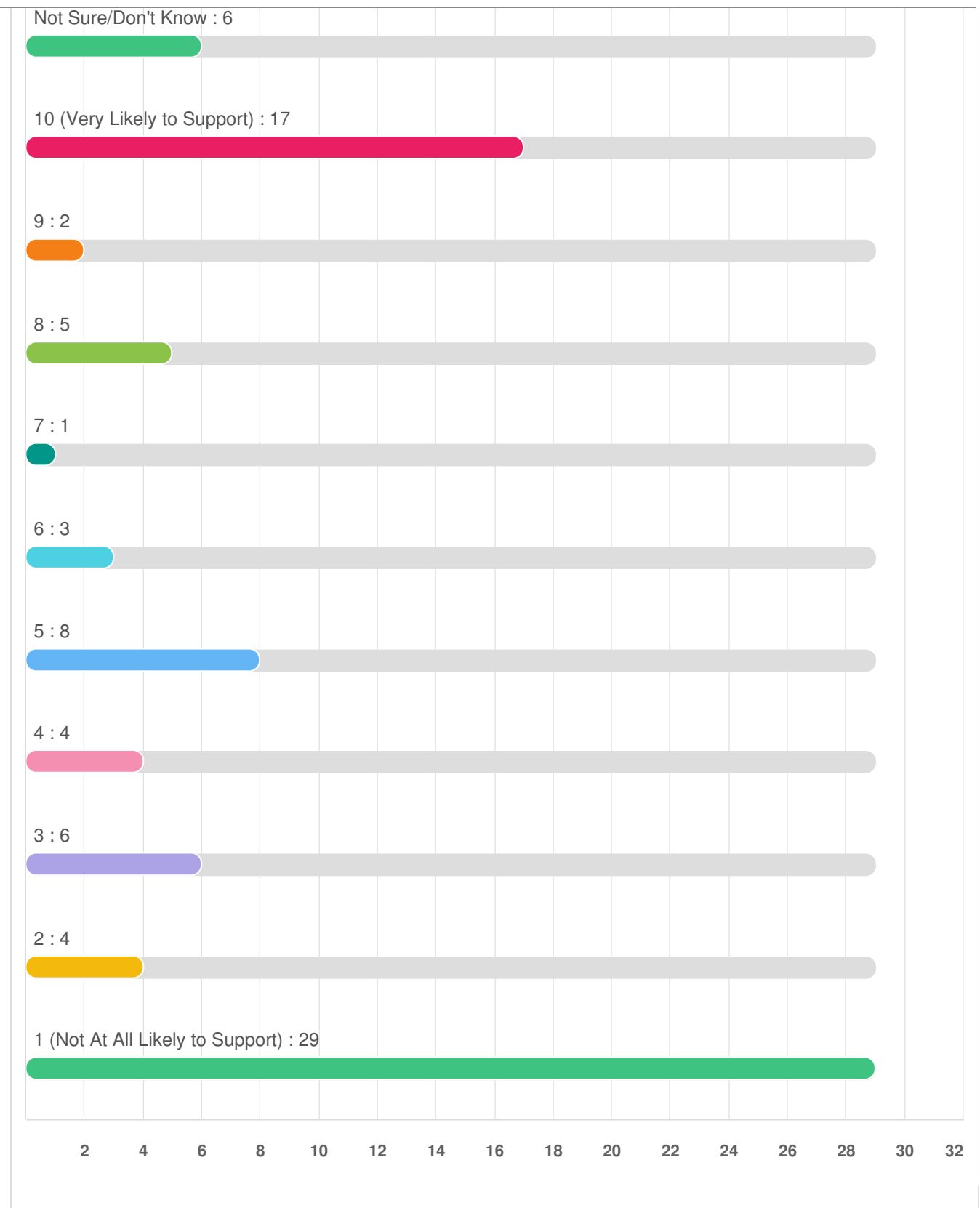
Q16 On a scale of 1 to 10, how likely are you to support such a traffic calming measure if it were to be included in your neighbourhood, where 1 is not at all likely and 10 is very likely?



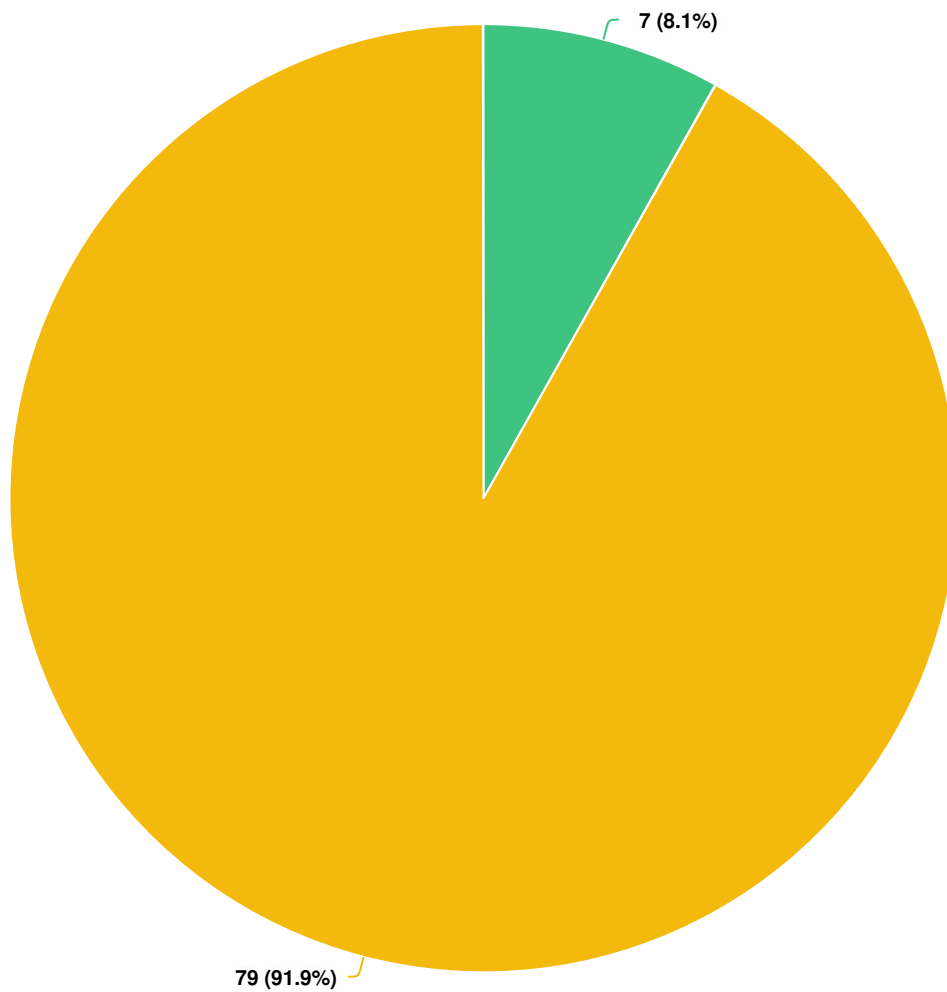
Optional question (85 response(s), 1 skipped)
 Question type: Likert Question

Q16 | On a scale of 1 to 10, how likely are you to support such a traffic calming measure if it were to be included in your neighbourhood, where 1 is not at all likely and 10 is very likely?

Support for Chicanos



Q17 Do you live on Maple Road between Belle Aire Beach Road and Dudley Road?

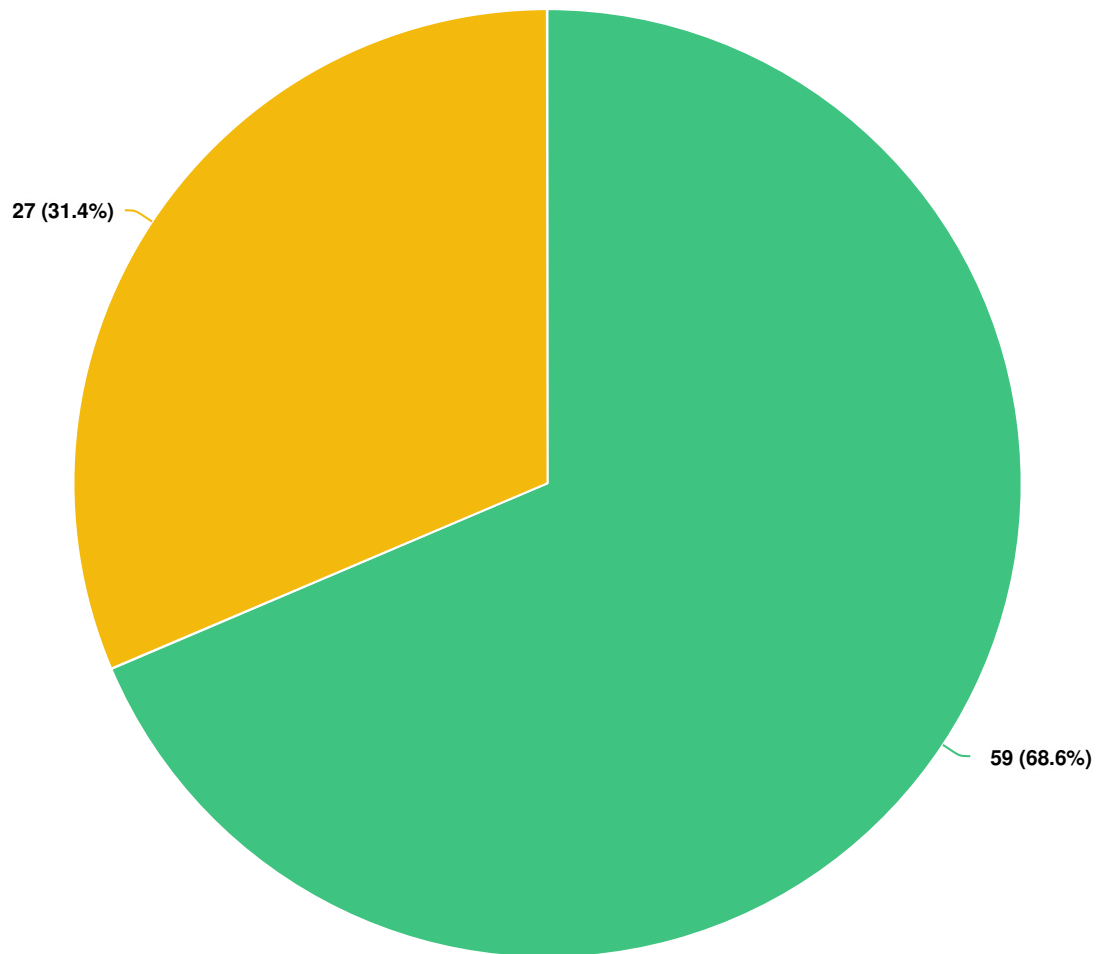


Question options

- No
- Yes

Optional question (86 response(s), 0 skipped)
Question type: Radio Button Question

Q18 Between August 26 and October 11, have you driven along this stretch of Maple Road or been a passenger in a vehicle doing so?

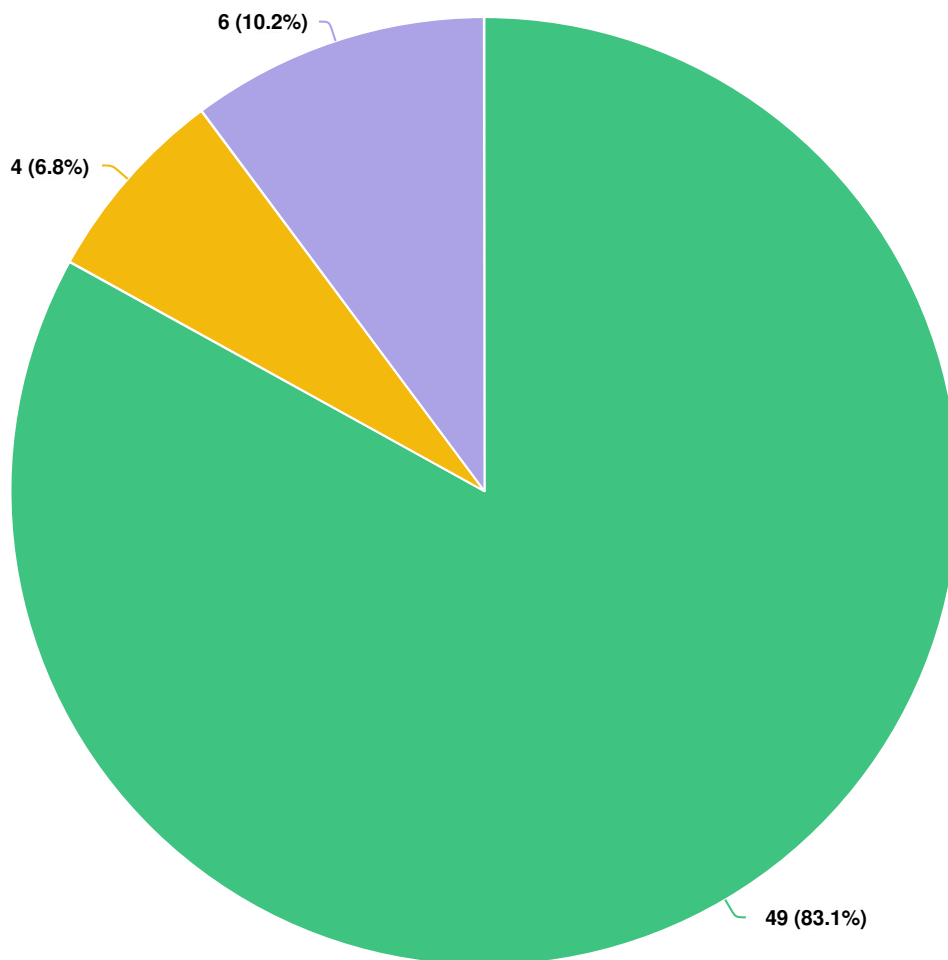


Question options

- No
- Yes

Optional question (86 response(s), 0 skipped)
Question type: Radio Button Question

Q19 In these instances, were you usually the driver or the passenger?

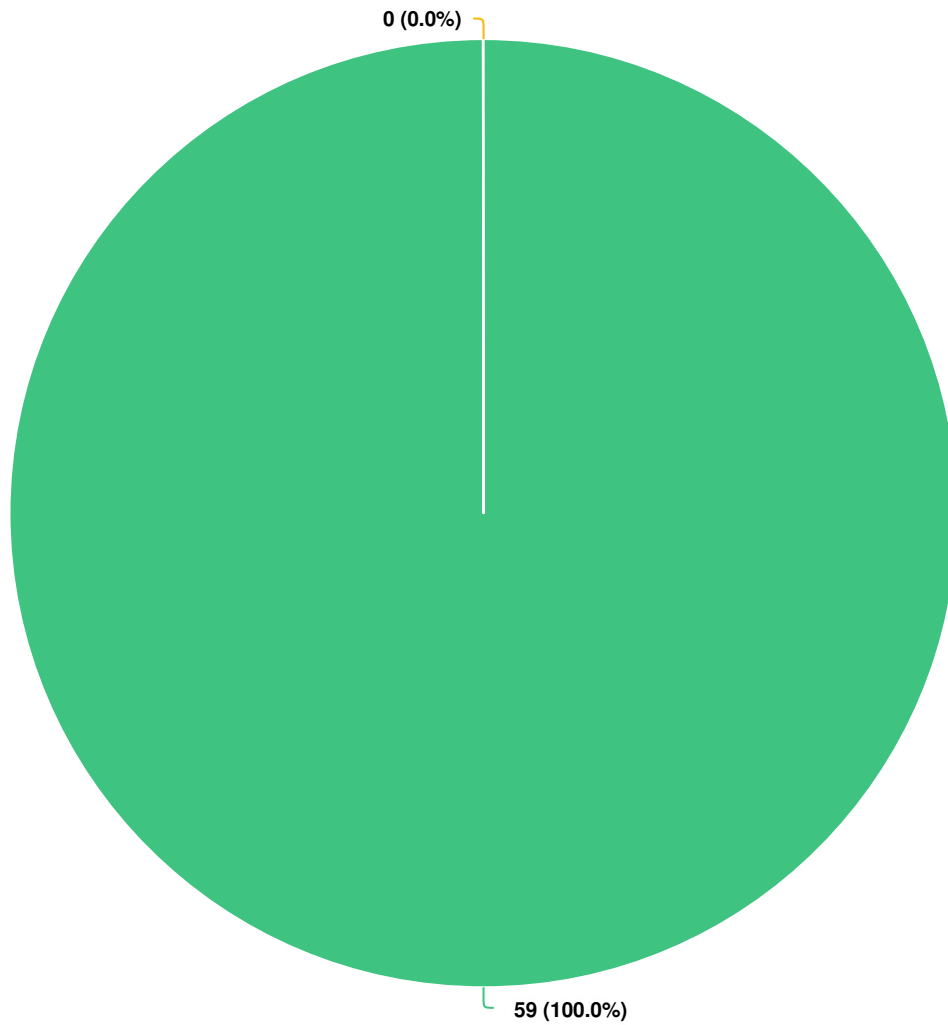


Question options

- Equally both
- Usually the passenger
- Usually the driver

Optional question (59 response(s), 27 skipped)
Question type: Radio Button Question

Q20 Did you notice the traffic calming measures in the pilot area?

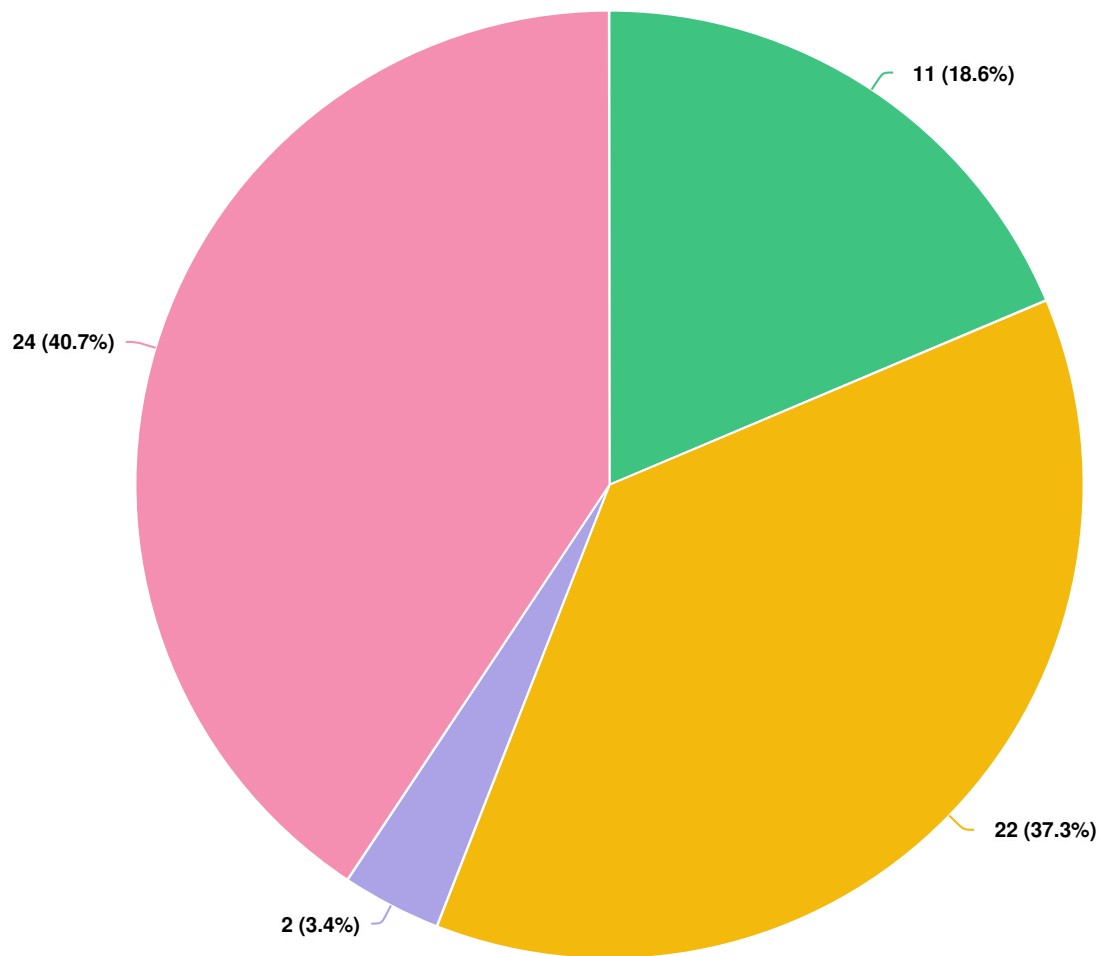


Question options

- No
- Yes

*Optional question (59 response(s), 27 skipped)
Question type: Radio Button Question*

Q21 | In the vehicle you were in, did you feel that the measures encouraged you (or the driver, if you were a passenger) to reduce the vehicle's speed? Please select the answer that most applies.

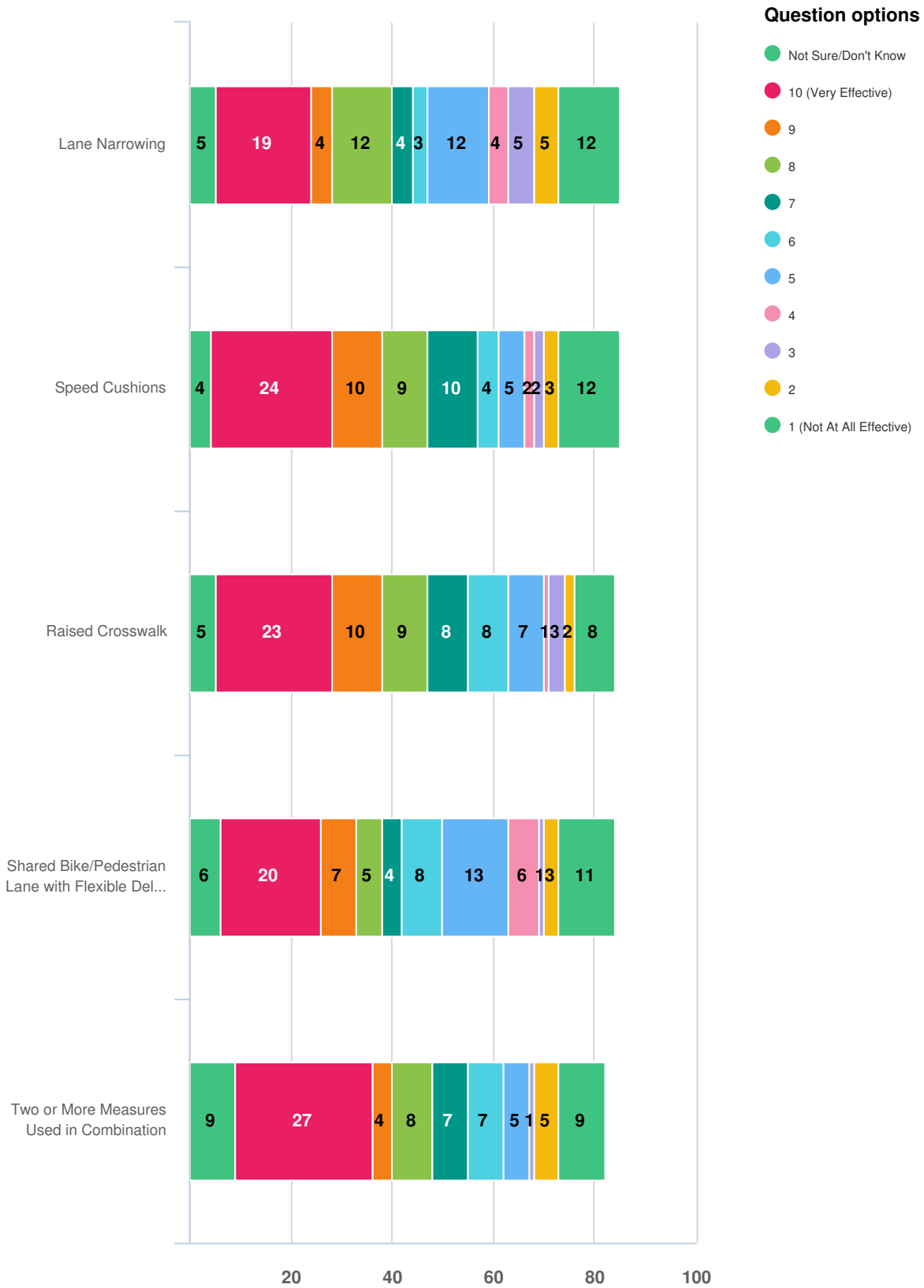


Question options

- No - I/we was not speeding and did not need to reduce my/our speed
- No - I/we was going above the speed limit but was not encouraged to reduce my/our speed
- Yes - I/we was going below the speed limit, and I/we reduced my/our speed further
- Yes - I/we was going above the speed limit and I/we reduced my/our speed

*Optional question (59 response(s), 27 skipped)
Question type: Radio Button Question*

Q22 On a scale of 1 to 10, how effective do you feel the following types of traffic calming measures would be at improving traffic safety, where 1 is not at all effective and 10 is very effective?

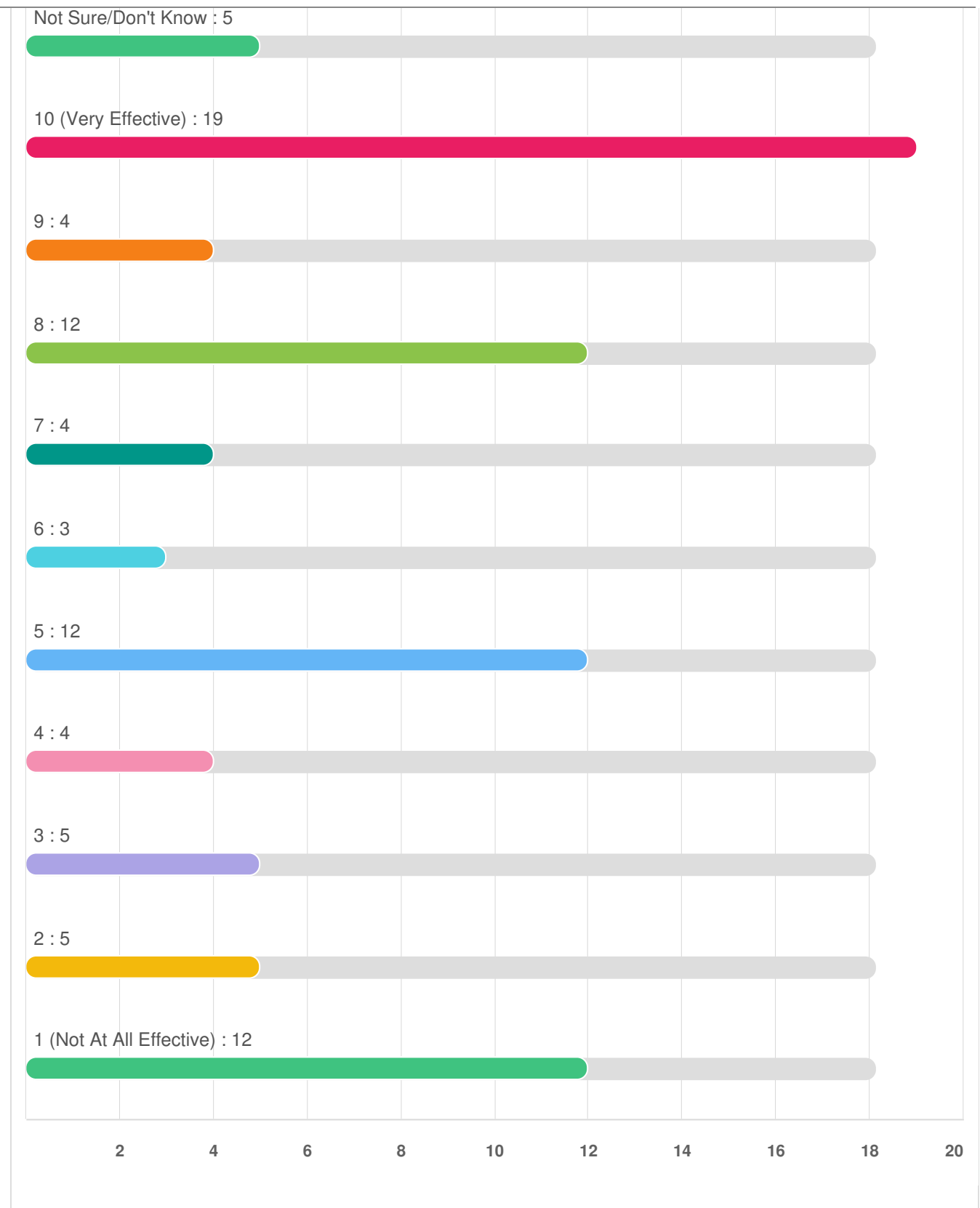


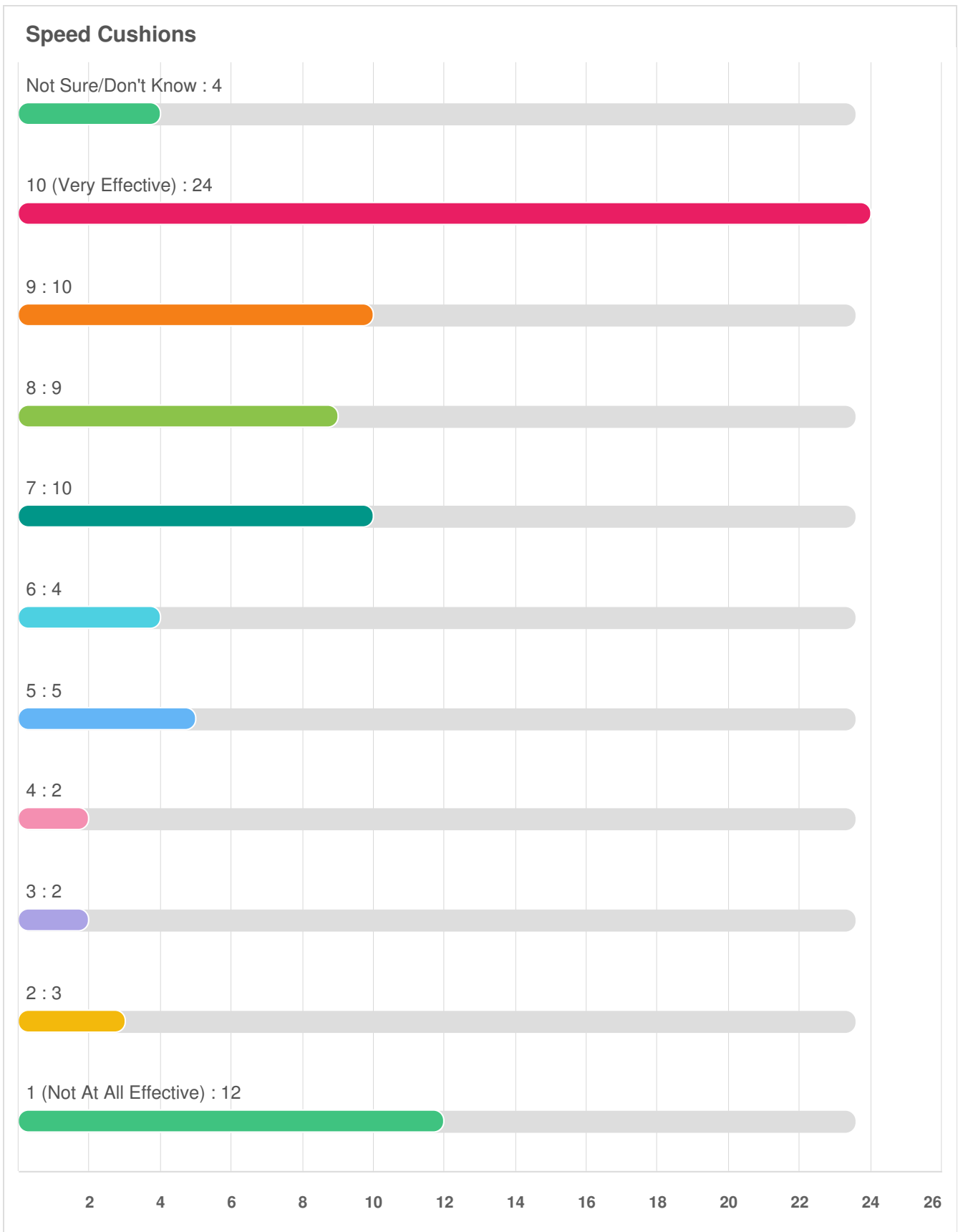
Optional question (85 response(s), 1 skipped)

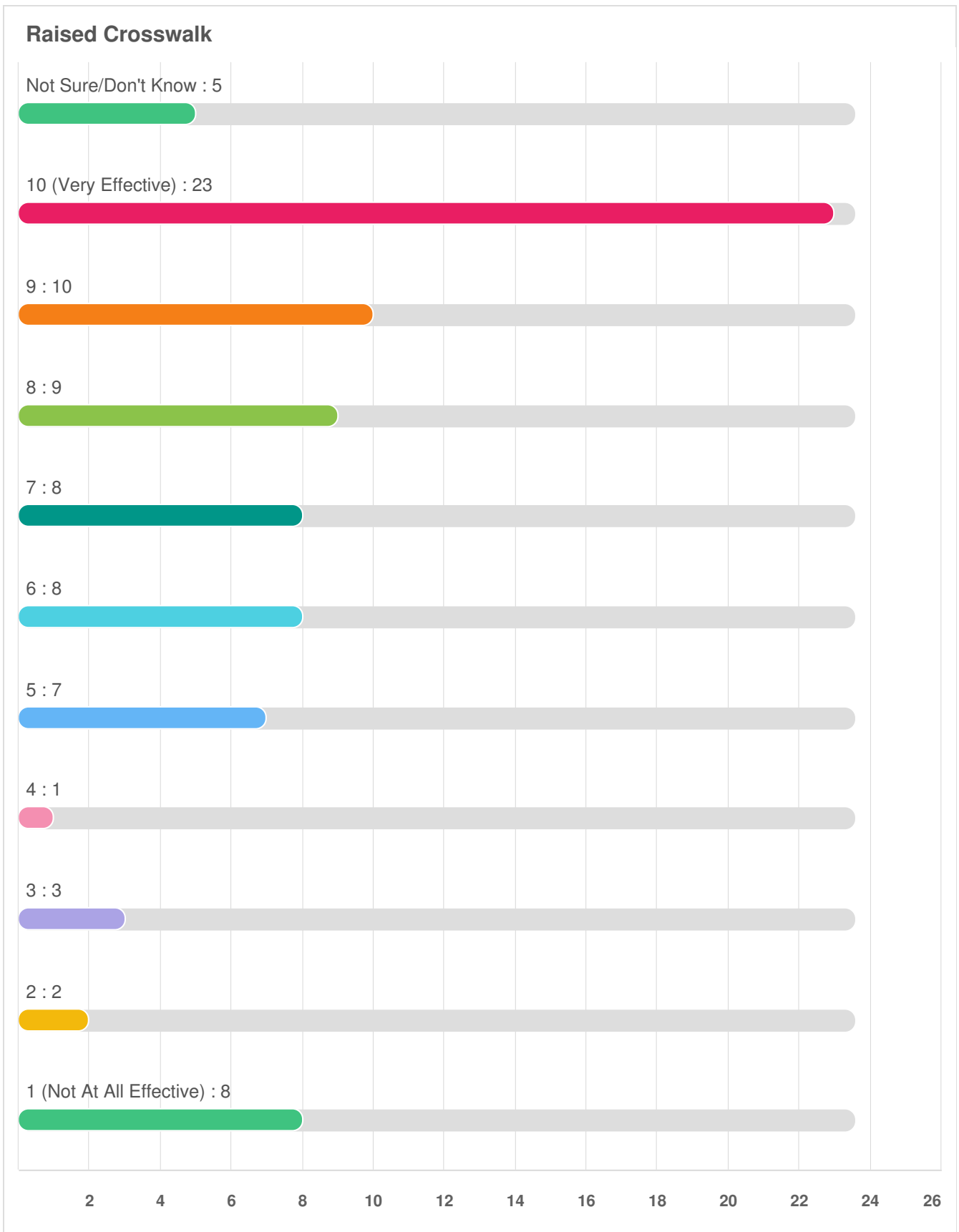
Question type: Likert Question

Q22 | On a scale of 1 to 10, how effective do you feel the following types of traffic calming measures would be at improving traffic safety, where 1 is not at all effective and 10 is very effective?

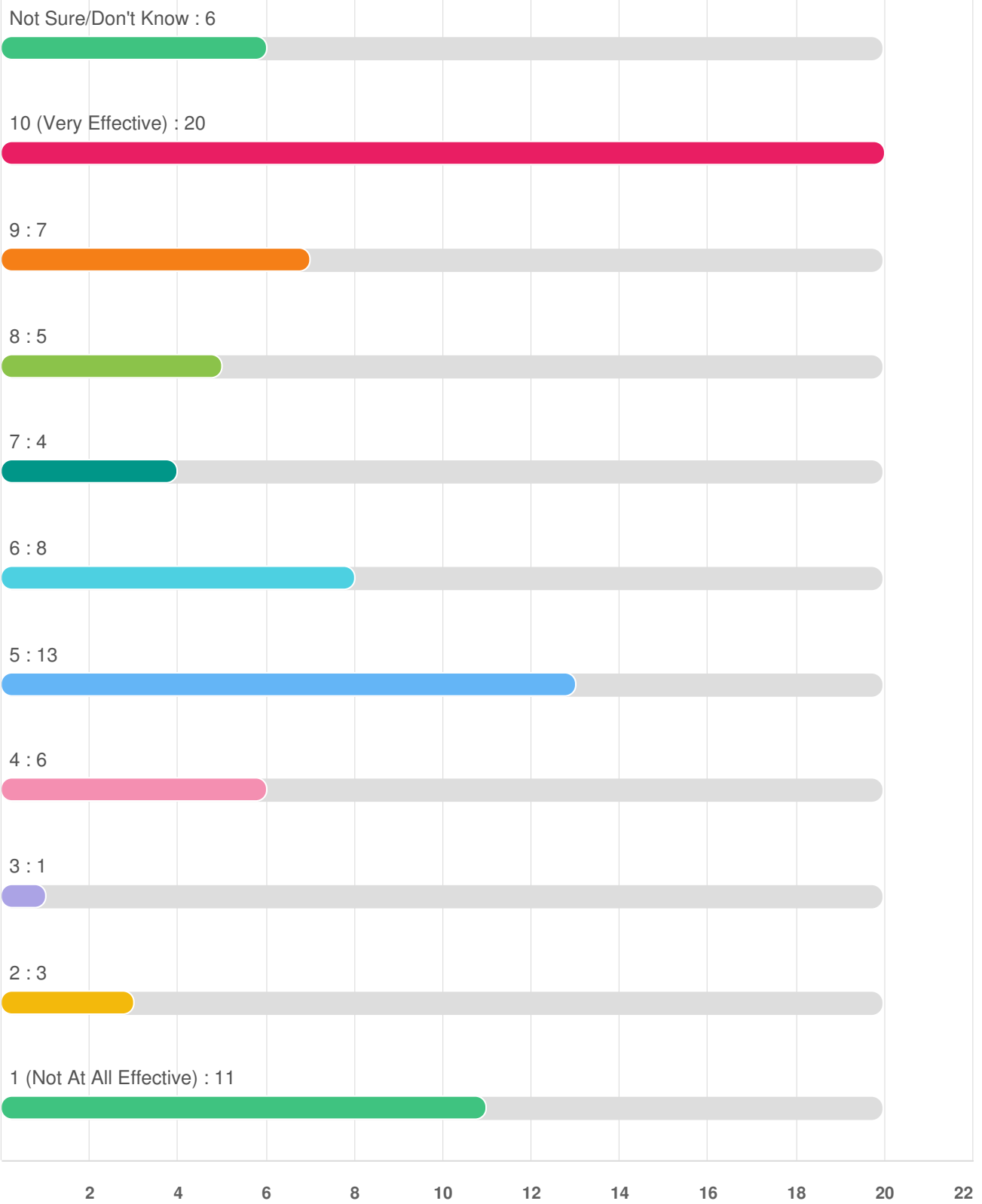
Lane Narrowing





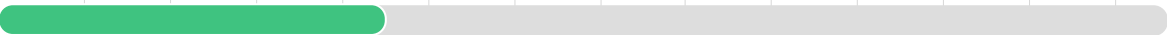


Shared Bike/Pedestrian Lane with Flexible Delineator



Two or More Measures Used in Combination

Not Sure/Don't Know : 9



10 (Very Effective) : 27



9 : 4



8 : 8



7 : 7



6 : 7



5 : 5



4 : 0



3 : 1



2 : 5



1 (Not At All Effective) : 9



2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

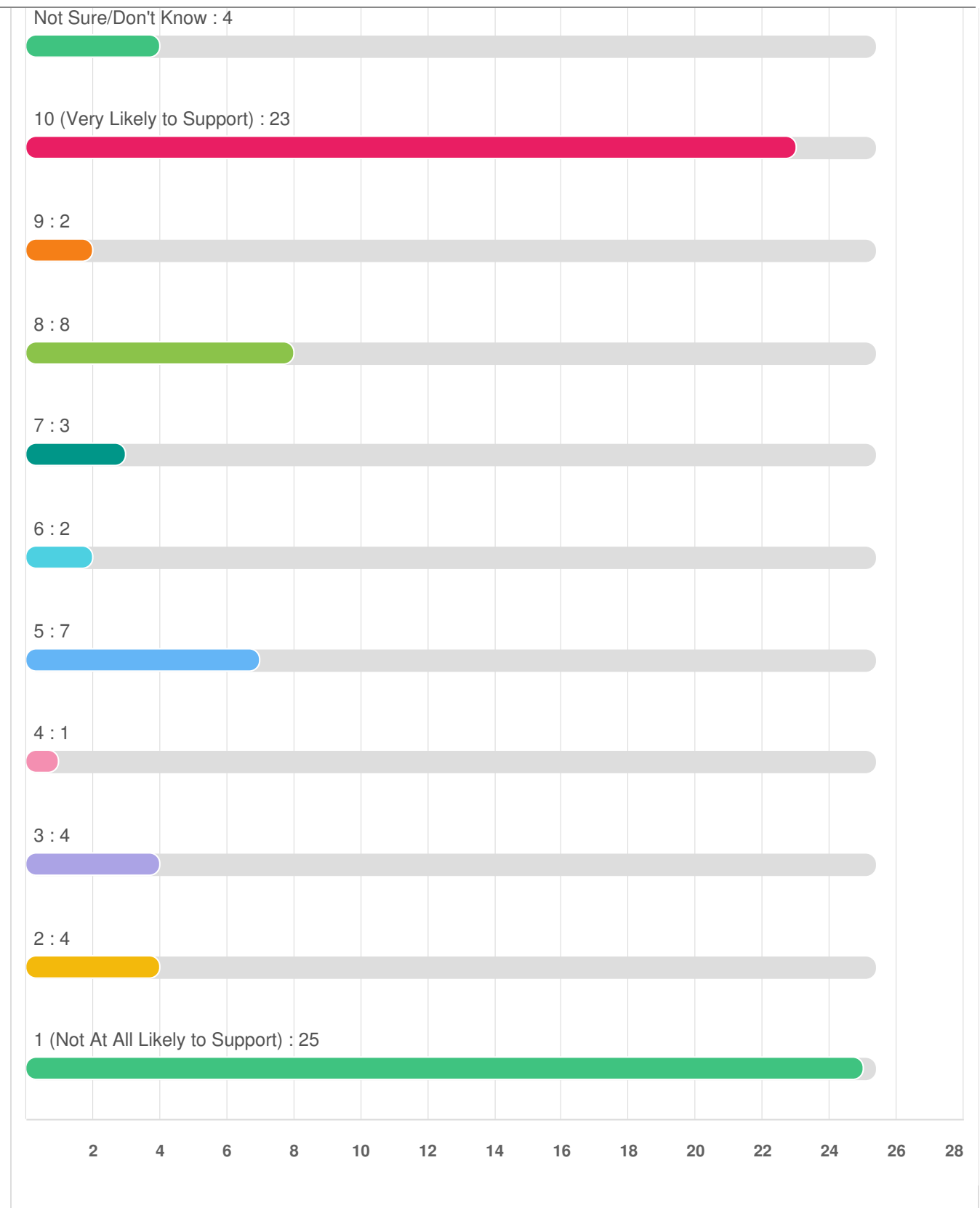
Q23 On a scale of 1 to 10, how likely are you to support such traffic calming measures if one or more were to be included in your neighbourhood, where 1 is not at all likely and 10 is very likely?



Optional question (84 response(s), 2 skipped)
Question type: Likert Question

Q23 | On a scale of 1 to 10, how likely are you to support such traffic calming measures if one or more were to be included in your neighbourhood, where 1 is not at all likely and 10 is very likely?

Lane Narrowing



Speed Cushions

Not Sure/Don't Know : 4



10 (Very Likely to Support) : 31



9 : 5



8 : 6



7 : 2



6 : 4



5 : 4



4 : 2



3 : 0



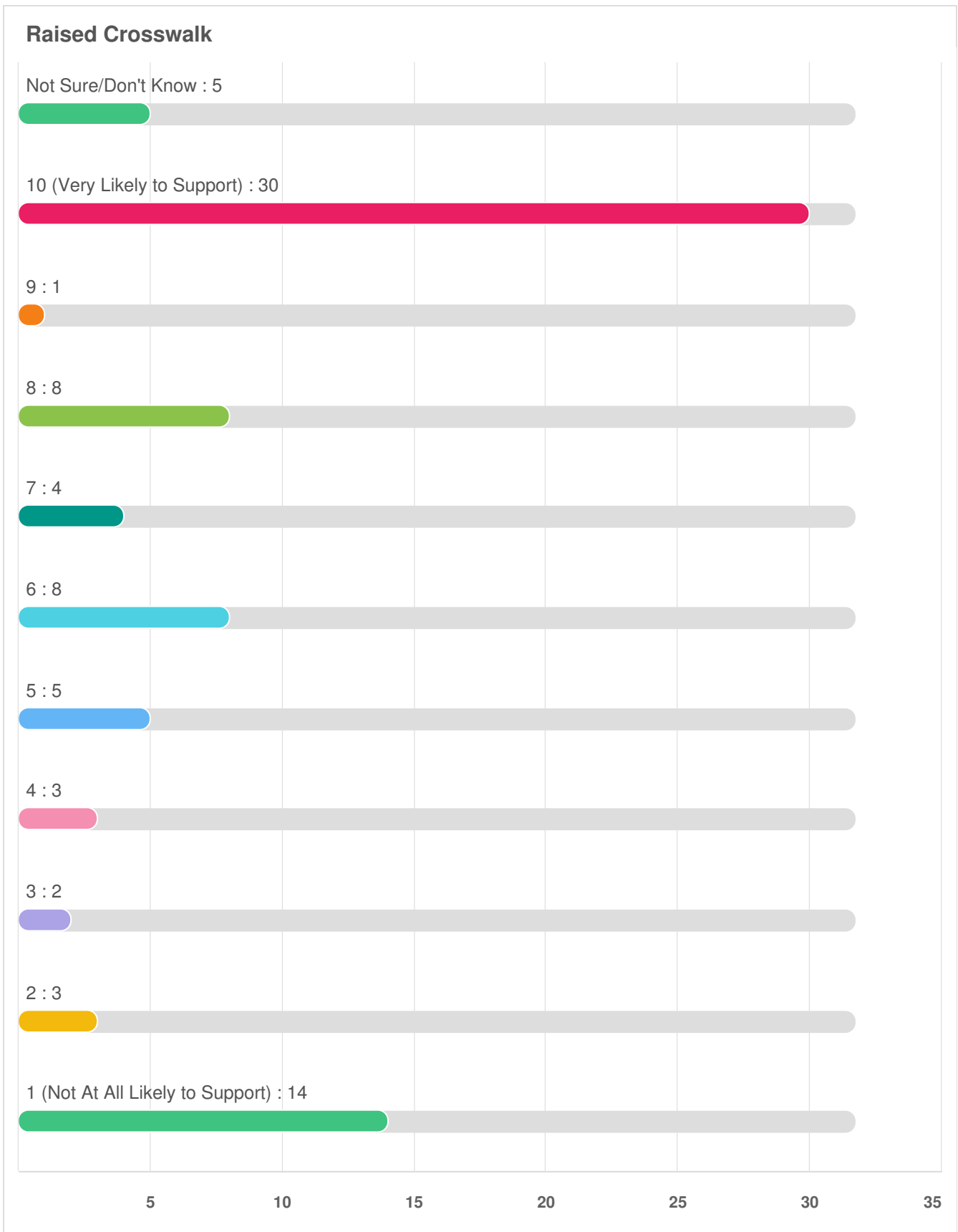
2 : 3



1 (Not At All Likely to Support) : 22

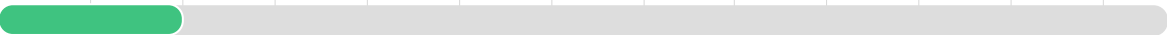


5 10 15 20 25 30 35



Shared Bike/Pedestrian Lane with Flexible Delineator

Not Sure/Don't Know : 4



10 (Very Likely to Support) : 26



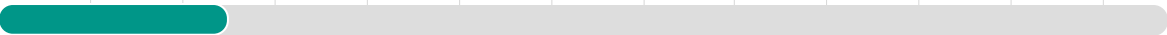
9 : 2



8 : 6



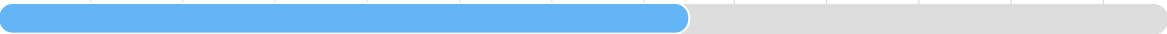
7 : 5



6 : 1



5 : 15



4 : 6



3 : 0



2 : 0

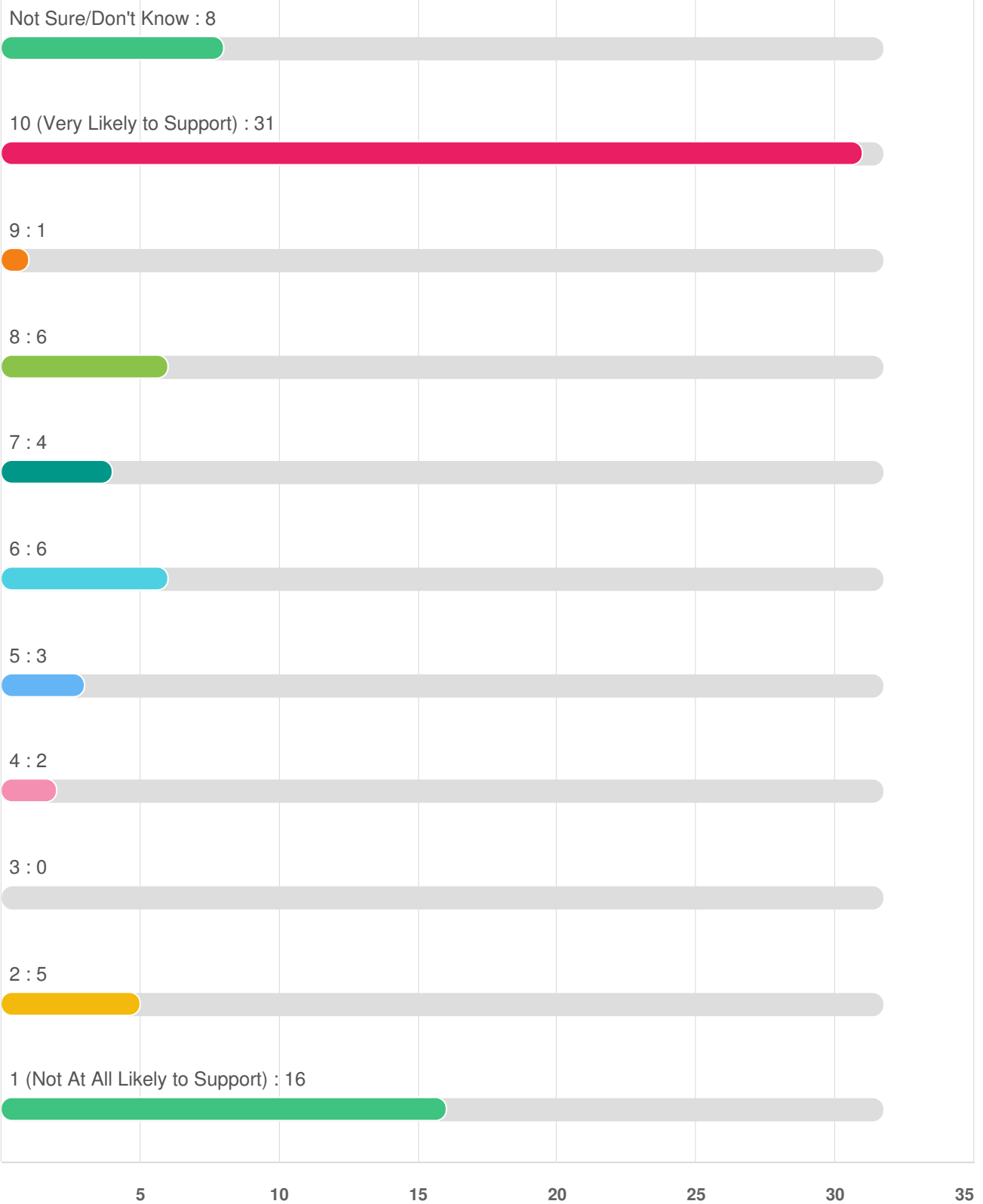


1 (Not At All Likely to Support) : 18



2 4 6 8 10 12 14 16 18 20 22 24 26 28

Two or More Measures Used in Combination



Q24 Thank you for your participation in this survey. Before you leave, do you have any other thoughts you wish to share regarding Traffic Calming in Innisfil?

Screen Name Redacted

10/31/2022 01:49 PM

What happened to Cookstown where cars have rammed into the same building twice in the last few years? Maybe a speed bump with lights flashing.

Screen Name Redacted

10/31/2022 02:26 PM

I do believe more Innisfil residents would be interested in & give opinions if traffic calming tests were done in denser residential neighbourhoods with more traffic.

Screen Name Redacted

10/31/2022 02:47 PM

With the ability of municipalities to put in speed cameras, there should be a push for active enforcement in high danger areas, or areas where speeds drop from rural 80s to residential or town 50s. The stretch of 20th sideroad just south of Lefroy and North of Gilford is one such area where there should be speed cameras installed. I frequently find people riding my bumper when I slow to the posted speed in front of the elementary school there. Gilford Road and 20th sideroad frequently have T-bone / sideswipe collisions due to failures to stop at the stop sign on 20th sideroad and people who are failing to slow down for the 50 zone into Gilford. I have only lived in the area for a few years and I need TWO hands to count the number of serious collisions that I have personally seen at that intersection. A municipal speed camera put in place to force drivers to actually SLOW to 50 would likely reduce the severity of the accidents at that intersection. Since the stretch along Gilford road does not increase in speed again, you could put them almost anywhere along the entire stretch and have a net positive impact on road safety in the area. In fact, that kind of active enforcement of speed is likely the most effective tool in your arsenal to curb the speed of those people who just don't care.

Screen Name Redacted

10/31/2022 05:13 PM

The traffic safety and speed enforcement in this town is alarming poor. Any little thing that is done is an improvement over how our road safety is currently handled which is less than nothing.

Screen Name Redacted

11/01/2022 06:23 AM

The Belle Aire Community Beach benefitted very much from the installation of the temporary crosswalk at the Spooners and Maple intersection. As 2022 was the first experience for my wife and I of a summer in innisfil -- a place we have quickly come to love as our home -- we became aware of the beehive of activity at the nearby beach. It is a very active social and fun centre, a safe swimming and recreation area well taken care of by Association members, and enjoyed daily by many locals and visitors (many of who are very young children joined by parents lugging beach gear across the busy street). Since there is no direct beach parking, most everyone arrives

at the beach by foot. Thus, a significant negative is the lack of some sort of permanent crosswalk set-up. It's something the local beach folk, many of whom I've come to know, would love to see, not just in the summer but year-round for permanent residents: so, a safety benefit for all! ... I really appreciate what the Town of Innisfil and its project partners have already done with this Traffic Calming pilot; I look forward to the rest of the process, as decisions are made to, ideally, bring permanent traffic calming measures to Maple Road and other areas of Innisfil. Of course, I recognize budgets can come into play, but I feel confident that, based on what's been done to date, my ideal will transpire: permanent traffic calming in front of my new home!

Screen Name Redacted

11/01/2022 10:58 AM

Please add a sidewalk with proper spacing onto both sides of Shore Acres in Gilford. It is heavily used by so many locals and tourists. We deserve a proper sidewalk.

Screen Name Redacted

11/02/2022 09:14 PM

Appreciate the efforts.

Screen Name Redacted

11/04/2022 12:52 PM

Better happen soon as it has become ridiculous through Cookstown as well as the vehicle speed on highway 89.

Screen Name Redacted

11/04/2022 12:56 PM

Please do traffic calming on Ewart St between Maple Rd and Arnold St as there are multiple children and families that walk to and from the buss stop and FAR too many people speeding all the time.

Screen Name Redacted

11/04/2022 01:08 PM

Use the Police with radar enforcement if speeding is a problem

Screen Name Redacted

11/04/2022 01:17 PM

Do more in front of schools to protect children from speeding cars.

Screen Name Redacted

11/04/2022 01:36 PM

Arnold St in Belle Ewart could most definitely use some traffic calming measures. It's a straight race track for those cutting around Ewart to Belle Aire Beach. Should be limited to local traffic only.

Screen Name Redacted

11/04/2022 01:39 PM

Please slow down the drivers and keep our roads safe.

Screen Name Redacted

Your experiment was instituted at the wrong time of the year.WHY

11/04/2022 02:38 PM

WOULD YOU INSTALL THESE CALMING MEASURES WHEN THERE is NO ONE AROUND TO MEASURE. These areas are used by Seasonal Residents who go home after labour day. Your consultants should not be paid. This is typical of the Town of Innisfil. Smarten up!!!!!!!!!!~

Screen Name Redacted

11/04/2022 02:58 PM

Install on the 25th in school zone as people don't know what a red light means

Screen Name Redacted

11/04/2022 04:28 PM

Traffic calming, with the correct thought process, and intelligence, could prove to be beneficial. However, in this case, the timing was all wrong. To me, this appeared to become a waste of money, for a make work project!

Screen Name Redacted

11/04/2022 06:49 PM

Traffic calming irritates drivers. Maybe have more cops ticketing for speeding?

Screen Name Redacted

11/05/2022 08:41 AM

Please look into 25th sideroad and 10th line area. It is scary as a parent of young kids. Nothing to slow people down at 10th. Need 4way stop sign in my opinion

Screen Name Redacted

11/05/2022 10:44 AM

Please put more stop signs and full speed bumps in areas people drive to fast. Or speed cameras and bring in revenue to cover the cost of adding real speed bumps and stop signs. Webster Speedway is the worst. Lots of children and lots of speeders!

Screen Name Redacted

11/05/2022 10:54 AM

Please consider doing something on Helen St and Adams Rd. The speed limit should at least be reduced to 40 from 50. We have many cars that use Helen as an entry/exit point that don't even live in the area. Many speed or drive carelessly. Speed is also an issue on Adams/Lakelands. We have many children playing and pedestrians using this roadway. PLEASE REDUCE THE SPEED LIMIT and/or consider doing the same on these streets. Thank you

Screen Name Redacted

11/05/2022 02:11 PM

Main concern in my area are ATV's and dirt bikes speeding and trespassing. They should only be permitted during the ice fishing season. This would improve quality of life for all residents in the Town.

Screen Name Redacted

11/05/2022 02:37 PM

The best and cheapest calming efforts I have experienced are on Charleston Sideroad at the fire hall and school. A two lane road with

a centre slim "slow" sign and reflective standards on each side. Tight enough, that everyone slows right down. Physical barriers are the best. Including speed bumps. Real bumps that teach a lesson.

Screen Name Redacted

11/05/2022 08:01 PM

St Johns Road from the 7th line to Westmount is a speed track! Traffic calming measures between Anna Maria and Garden would help slow people down! May more police presence would help.

Screen Name Redacted

11/05/2022 09:28 PM

Signs that display vehicle speed with enhanced flashing lights are a great reminder to the driver that he is crossing the speed limit. Is it possible to have a photo taken of the vehicle with clear licence plate and post them social media shaming wall.... no names, just the vehicles and license plates? Just a thought.

Screen Name Redacted

11/06/2022 06:02 AM

In Alcoa, specifically on Webster Blvd., and Forest St., these calming measures will most likely result in motorists' attempting to circumvent them, and also-I don't feel that these specific roadways could accommodate the space needed to install them. A Police presence on the aforementioned roadways would be of much greater value in preventing speeders from continuing their bad habits. Perhaps the electronic speed calculators would be more appropriate!

Screen Name Redacted

11/06/2022 07:03 AM

It seems that more often than not, the traffic calming measures are used in areas that they are not well suited for. For example, bike lanes would be a great idea on 20th sideroad, but are not really a necessary expense through most neighborhoods. Most drivers are respectful of the areas they are driving in and in many cases, implementation of traffic calming ends up causing confusion and frustration.

Screen Name Redacted

11/06/2022 09:29 AM

Now that the park has been installed on Trinity St, speed bumps should be installed. People fly down the road while kids are running around at the park all the time. Both my husband and I have witnessed people coming out of the walkway and vehicles flying by, almost hitting a woman with a stroller. The people that drive on our street completely ignore the speed limit.

Screen Name Redacted

11/06/2022 03:38 PM

My husband and I are in favour of traffic calming measures especially on Maple Rd.

Screen Name Redacted

We need more aggressive measures taken on Shore Acres Drive

11/07/2022 05:34 AM

Screen Name Redacted

11/07/2022 10:32 AM

The traffic calming measures used on Maple Road were excessive and distracting. Rumble strips grooved into the road surface might be a more appropriate measure to remind ppl to slow down in affected areas.

Screen Name Redacted

11/07/2022 11:26 AM

Please add speed bumps and lower speed limit labels. Also, add a stop sign at St. John and Maple Road. Maple is not a major road and traffic has increased tremendously. Its loud and unsafe.

Screen Name Redacted

11/07/2022 03:02 PM

Please do something about St. John's rd!!!

Screen Name Redacted

11/08/2022 07:37 AM

I understand that you need to do something to address the complaints by your constituents. However, I don't think that 'traffic calming' will change the behaviours of those drivers that continue to speed. The only way this will stop them is if they are hit in the pocketbook. Some may change after the first ticket, others may need a few more before they change their behaviour. Rather than spending money on traffic calming, consider making money by installing Municipal speed cameras. Maybe, just having the sign "Municipal Speed Camera In Use" on the sides of the road without actually installing the cameras would do what residents want, to slow the drivers down. A few signs are probably cheaper than the current cost of Traffic Calming, the signs will also not be impacted by snow on the ground or at night time so they will be seen.

Screen Name Redacted

11/08/2022 07:44 AM

Please do not burden the taxpayer with this expensive venture that does very little to address the actual traffic issues we are experiencing in these areas. Use the money on enforcement and ticket/charge offenders regularly.

Screen Name Redacted

11/08/2022 10:25 AM

Please add some traffic calming measures in Stroud. Specifically on major routes and the Lynn/ Dempster bypass people take through residential neighborhood to get from Yonge to McKay faster.

Screen Name Redacted

11/08/2022 02:37 PM

Shore Acres Drive desperately needs something that works to slow drivers down. Speed bumps and stops signs are the only things that will have an effect.

Screen Name Redacted

11/09/2022 07:09 AM

On belle aire beach road needs to start from 20th side road all the way down speed cushions. From 20th to the train track high speeds to 100km/h. My house is facing that road, see it every day especially summer time.

Screen Name Redacted

11/09/2022 12:37 PM

Innisfil need more safe bike lanes, not just a line on the road or bicycle marking which doesn't protect cyclists providing safe bike lanes will reduce traffic emissions and enhance health and equality

Screen Name Redacted

11/11/2022 05:14 AM

Please implement speed cushions (speed bumps) on Trinity Street in Alcona adjacent to Trinity Park.

Screen Name Redacted

11/12/2022 05:46 PM

The town needs to move on this much quicker. With the population increasing as rapidly as it is pedestrian safety is an absolute must!

Screen Name Redacted

11/15/2022 02:15 AM

Some of these measures negatively impact emergency vehicles

Screen Name Redacted

11/15/2022 12:57 PM

Traffic and the number of vehicles speeding increase during the summer months. Having police do radar once in a while during those months may be helpful.

Screen Name Redacted

11/16/2022 02:05 AM

I did not find they helped with my driving in these areas.

Screen Name Redacted

11/16/2022 04:16 AM

Thanks for this initiative, much appreciated!

Screen Name Redacted

11/16/2022 08:22 AM

Living in this area seeing the dangerous driving daily, I was grateful to see such fast action to put something in place during the busier summer months.

Screen Name Redacted

11/16/2022 03:24 PM

More police presence monitoring speed limits would be just as effective

Screen Name Redacted

11/16/2022 03:52 PM

Before town council decides on extreme measures like these, using valuable taxpayer money, they should maybe ask in a survey BEFORE wasting money like that. My question is, as a non-speeder, will the town be liable for damage to my car due to the narrowing and the speed bumps that are not even wide enough for my car to pass

over? I would like a response from someone. My contact details are Jane Neppen (905)806-3729

Screen Name Redacted

11/16/2022 04:34 PM

Please bring back photo radar

Screen Name Redacted

11/16/2022 06:50 PM

Yes I'm on St John's and the shared walkway for bikes and pedestrians is awful

Screen Name Redacted

11/17/2022 06:30 AM

Many communities use moveable speed bumps, I'm not sure why we can't use these on Shore acres. As soon as people go across the train tracks, they have a straight away and by the time they go past our home they are over 80 km. An animals or a child will be hurt if something is not done soon. I realize that police are stretched, but even having an empty car at the golf course occasionally makes people slow down.

Screen Name Redacted

11/17/2022 07:01 AM

Do what Bradford and other places did, add stop signs to intersections. Maybe lower the speed limit. Provide residents with actual data from the study done on this so they know what they are supporting.

Screen Name Redacted

11/17/2022 10:15 AM

Fix the flooding issues before you decide to waste time and money on something that doesnt need to be fixed.

Screen Name Redacted

11/18/2022 08:57 AM

Please implement more of the measures we saw on Maple road such as physical barriers for separation between vehicles and pedestrians. They were a great way to improve safety

Screen Name Redacted

11/20/2022 02:35 PM

Roads east of 20th side road should all be less than 80Km zones. Hard to keep speed down in a commuter town when folks are trying to get home to get on with their lives.

Screen Name Redacted

11/21/2022 04:52 AM

Urging speed bumps around residential areas in Innisfill to calm vehicles of all types . Everyone speeds . I don't ride my bike in fear of getting hit

Screen Name Redacted

11/21/2022 07:56 AM

Please continue to have resident input and or continue to have a SZTAC committee for involvement. We need to educate our children more on this. Have developers involved in making safer roads within

their developments in working with our town.

Screen Name Redacted

11/21/2022 01:31 PM

Instead of waste taxpayers money on ineffective remedial solutions, install speed humps and the problems with cease. In addition, install them from 20th Side Road to Maple Road on Belle Aire Beach Road. 80% of the vehicles speed and 50% are excessive, like over 100km/h. I can attest to this as I tried to follow an ATV that was driving over 100km/h from 20th all the way down to Maple Road, made a left and continued north on Maple Road at these outrageous speeds. Help!!! This is unsafe on all accounts. Someone is going to get hurt.

Optional question (57 response(s), 29 skipped)

Question type: Essay Question