



## MEMO

**TO:** Town of Innisfil  
**FROM:** WSP Canada Inc.  
**SUBJECT:** 25th Side Road Reconstruction & Active Transportation Engagement Report  
**DATE:** January 18, 2022

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### 1.1 BACKGROUND

The Town of Innisfil is planning to redesign and reconstruct the 25<sup>th</sup> Side Road from Innisfil Beach Road to Big Bay Point Road in order to create a more friendly street for pedestrians and cyclists. The Innisfil Transportation Master Plan (TMP) identified the corridor as an important north-south connection for the Town as it is a key community link. Additionally, the impending planning and development of emerging dense and walkable communities has further necessitated the need to diversify how people move around the Town of Innisfil. This project takes an active-transportation first approach to road design to improve the safety and experience of all road users and to expand the transportation mode choice for residents of Innisfil. Engaging and collaborating with the existing community in Innisfil is an integral step for the corridor redesign to succeed, and the engagement conducted so far is highlighted throughout this discussion paper.

### 1.2 ENGAGEMENT OBJECTIVES

This project was developed using International Association of Public Participation (IAP2) process and practices, as illustrated in **Figure 1** below. The IAP2 Process outlines the preparation, management, and evolution of engagement tactics based on a spectrum of involvement tailored to the wants and needs of the anticipated or desired audiences. There are five levels of commitment, which are known as the IAP2 Spectrum of Public Participation.

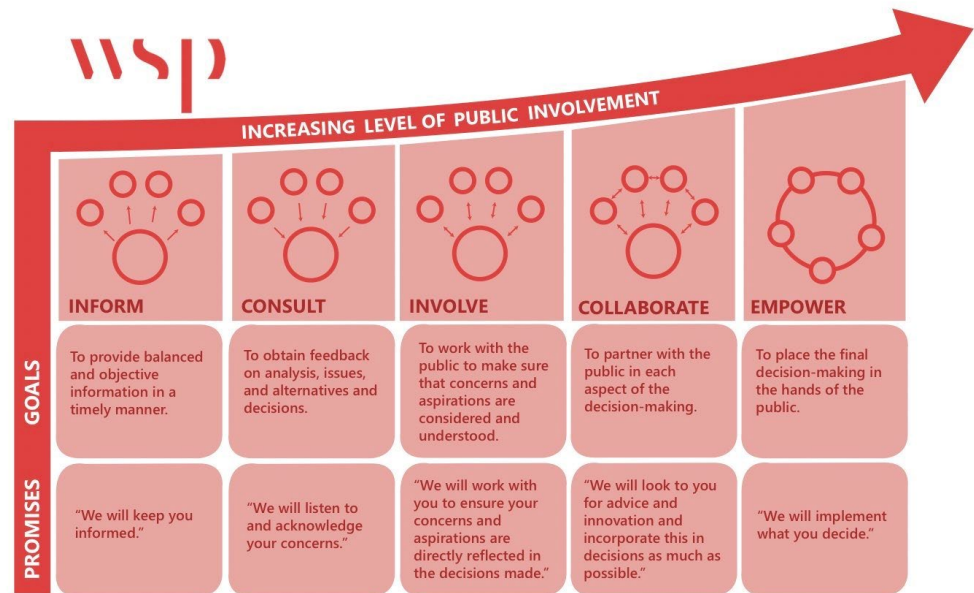


Figure 1. IAP2 Spectrum of Audience Involvement

The amount of information sharing, gathering and integration increases as you “move up” the spectrum. The intent is to recognize that not all stakeholders will have the same level of involvement in the project or need the same amount of information to inform their involvement. The IAP2 approach emphasizes the importance of a consultation plan which is tailored to the understanding, commitment, and contribution of each of the unique groups. By identifying the stakeholders early in the study process the project team will be able to anticipate, identify, plan for and communicate the expectations based on the intended audience.

For the Town of Innisfil 25th Side Road reconstruction and active transportation project, the project team identified key audiences that were required to be consulted throughout the project. The identified audiences include:

- Town of Innisfil Project Manager;
- Town of Innisfil Staff;
- Council Members;
- Surrounding Utility Agencies;
- Lake Simcoe Regional Conservation Authority;
- Area Landowners;
- Adjacent Property and Business Owners;
- Neighbourhood Residents; and
- Local Accessibility, Cycling and Sustainability Committees.

### 1.3 ENGAGEMENT APPROACH

Throughout the Fall, WSP worked closely with the Town of Innisfil to facilitate several engagement activities with key stakeholders and members of the public to inform the redesign of



the 25th Side Road. These activities were completed to gain input on existing conditions and to identify strengths, gaps, and concerns along the corridor to gain support for implementing specialized active transportation facilities in Innisfil. The following activities has informed WSP's work on the corridor:

### **Internal Staff Workshop**

On June 29, 2021, WSP coordinated a virtual design workshop for Town of Innisfil staff to help develop design criteria and identify opportunities and constraints along the corridor. The workshop and presentation were hosted using Menti, an interactive presentation platform. During the presentation WSP staff presented the three proposed contexts of the corridor and had staff contribute what their design objectives were for the project. Additionally, the Project Team provided attendees with an interactive poll the collected information on staff preferences for developing a design criteria. Following this, the team used Streetmix to demonstrate potential alignment and built form options for each of the three contexts. Finally, WSP collaborated with town staff to help identify local challenges and points of interest that could help inform the team on where to focus preliminary design efforts.

### **Get Involved Innisfil Q&A Section**

On November 1, 2021, the 25<sup>th</sup> Sideroad Project Page was launched on the Town's "Get Involved Innisfil" platform. The webpage provided details on the project and gave visitors the opportunity to ask questions using the 'Questions and Answers' tab. Questions will be accepted through the duration of the project, with WSP Staff working closely with Town Staff to coordinate responses, keeping the process open and transparent.

### **Get Involved Innisfil Map**

Between November 22 and December 13, 2021, users were provided with the opportunity to make comments on specific areas of the corridor using the "Places" function of the Bang the Table Platform. The map illustrated the three types of road redesigns that are proposed to take place along the 25th Side Road from Innisfil Beach Road to Big Bay Point Road. Aligning with the information provided to users in the Virtual Public Information Session, Purple Lines on the map represented Downtown Commercial corridors, Orange Lines show low density residential areas and Green Lines demonstrated where proposed green space connections were. Users were able to drop pins on each of these sections and make a comment noting either a concern or priority along the proposed route. From here, the Project Team was able to review feedback on specific geographic areas to better address the feedback and concerns of stakeholders.

### **Traffic Safety Advisory Committee Presentation**

On November 18, 2021 from 6:00 – 7:00 PM, WSP provided a presentation on the 25<sup>th</sup> Side Road redesigns to the School Zone Traffic Safety Road Advisory Committee (TSAC). Attendees were provided with the opportunity to discuss the project and bring up any specific questions or concerns directly with the Project Team following the presentation. The Project Team provided answers to the committee and encouraged attendees to visit the [getinvolvedinnisfil.ca/25<sup>th</sup>](https://getinvolvedinnisfil.ca/25th) webpage to make pin specific comments to the map.



## **Town Of Innisfil Communication**

The Town of Innisfil took a lead in bringing residents in to engage with the project. The Town used several advertising methods to promote the Virtual Public Information Session and the project webpage. A “subscribe” option was presented to users on the website, advertisements were placed in local newspapers bi-weekly, on the Town website, and via Town-run social media accounts. The Town also distributed a printed flyer to all residents along the affected corridor inviting them to engage with project on the Project Website or at the virtual information session. Finally, some users engaged with the project through directly emailing Town staff or local councillors that were then forwarded to the Project Team for consideration.

## **Virtual Public Information Session**

Initially the Project Team had planned to have an in-person engagement session with stakeholders, however, the reality of the COVID-19 pandemic prevented this from occurring, so it was moved to a virtual environment. To inform stakeholders of the event, the Project Team and the Town of Innisfil circulated invitations to residents along the impacted corridor to allow them to have the opportunity to learn about the proposed project and to make their voices heard. The Virtual Public Information Session was hosted virtually on November 22 from 7:00 pm – 8:00 pm, and approximately 14 members of the community attended. WSP and staff from the Town of Innisfil presented a PowerPoint presentation to provide a detailed description of the project corridor redesign and answered questions regarding the project. Participants were invited to ask questions in advance and at the meeting by using the Zoom chat function or the Questions and Answers section found on [getinvolvedinnisfil.ca/25<sup>th</sup>](http://getinvolvedinnisfil.ca/25th). The session was recorded and posted on the Get Involved Innisfil page for those who were unable to attend.

## **1.4 WHAT WAS SAID**

The following sections summarize the inputs received during the engagement process for the project.

### **Internal Staff Visioning Workshop**

Town of Innisfil staff had the opportunity to contribute preliminary design priorities for the WSP Project Team to consider. Several priorities included:

- Adding wider sidewalks around the Sandy Cove Acres development to better accommodate mobility aids and seniors along the corridor.
- Retaining some on-street parking in the low-density residential and downtown areas where greenspace is present to allow users the ability to park their vehicles to access greenspaces.
- Broad support for using a multi-use pathway in the rural/greenspace context.
- Identifying where school safety and traffic calming measures can be used across the corridor.

## Get Involved Innisfil Q&A Section

Between November 1 and December 13, 2021, 37 questions were asked using the Question-and-Answer section of the [getinvolvedinnisfil.ca/25th](http://getinvolvedinnisfil.ca/25th) webpage. All questions were answered by a member of the WSP project team and 36 of them were subsequently published on the webpage for others to view. Several questions asked on the webpage prior to the Virtual Public Information Session were addressed at the session by the project team. A comprehensive list of all questions and answers section can be found in Appendix A.

## Get Involved Innisfil Map

Between November 1 and December 13, 2021, 61 pins were added to the map from 31 contributors (Figure 2). 20 of the pins were marked as comments, 33 were concerns, and 8 were designated as priorities. The highest density of comments made were located surrounding the intersection of 9th Line and 25th Side Road followed by the intersection of 10th Line and 25th Side Road. A summary of the general feedback from each of the three categories is listed below:

### Comments:

Residents were broadly in support of the preliminary redesign of the corridor. Several comments suggested adding additional bus stops and removing barriers that obstruct the field of view of cyclists and drivers.

### Concerns:

Residents were very concerned with motor vehicles speeding along 25th Side Road and wished to see more measures in place to mitigate this problem, especially in school zones.

Residents wished to see more traffic calming measures such as roundabouts added throughout the rest of the corridor.

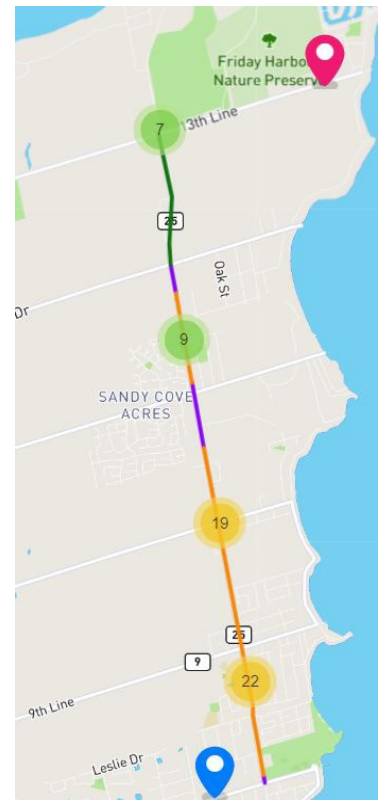
Residents were concerned about potential flooding and snow/water management in the winter and summer seasons on the road, sidewalks, and bike paths.

### Priorities:

Users welcomed the addition of active transportation features that enhanced the experience for those cycling and walking.

Users supported traffic calming features such as the roundabout and wished to see more added.

A comprehensive list of the comments, concerns, and priorities added that were added to the map can be found in Appendix B.



*Figure 2. A heatmap of where pins were dropped on 25th Side Road corridor.*

## **Traffic Safety Advisory Committee Presentation**

Attendees of the Traffic Safety Advisory Committee had the opportunity to provide feedback and have their questions answered by the Project Team following the presentation. Key themes from this session included:

Committee members were supportive of the design provisions presented at the meeting. Several attendees noted that they appreciated the environmental design by using green infrastructure to buffer vehicles from active transportation users.

Attendees emphasized the importance of adding additional safety measures surrounding the two schools located on the corridor.

## **Virtual Public Information Session**

WSP presented on the three contexts and categories of cycling facilities being developed along the corridor: low-density residential, downtown commercial, and rural/greenspace.

Throughout the Virtual Public Information Session, attendees were able to ask questions using the Zoom chat feature. All questions asked using the chat feature were responded to during a 30-minute question and answer session. During the session, several questions asked on the [getinvolvedinnisfil.ca/25th](http://getinvolvedinnisfil.ca/25th) webpage prior to the meeting were answered. Members of the WSP Project Team or Town staff had the opportunity to respond to questions that were most applicable to them. During the session, several common themes arose regarding the design and project management of the project. All questions and answers can be found by viewing the Public Information Session recording posted on the [Innsfil YouTube](#) channel beginning at 27:25. Comments predominantly had to do with the following themes:

### **Road Alignment:**

Several comments were directed at the implementation of a roundabout located at the corner of 9th Line and 25th Side Road. Several residents asked if the expropriation of land was going to be required on the 4 corners of the intersection to make room for the roundabout.

Residents also asked if left turning lanes were going to be added to other busy intersections such as Lockhart and 25th Side Road. Additional turning lanes were requested to be added in areas with the ‘downtown’ designation.

### **Active Transportation Facilities:**

A resident inquired about adding “no stopping” and “no parking” signage to both rural and low-density areas. Another resident asked why proposed project ends at intersection of 25th Side Road and Big Bay Point Road and does not go further north to Friday Harbour.

### **Green Infrastructure and Aesthetics:**

Residents expressed concerns over the existing trees along the corridor and inquired about whether the Town of Innisfil anticipates an impact to them when construction begins. Other residents asked if a maintenance budget exists for upkeeping green infrastructure measures.



### **Additional Facilities:**

Residents noted that lighting along the entire corridor is currently very poor. Residents wished to see lighting measures added to specifically downtown and low-density areas.

### **Town of Innisfil Communication**

Staff at the Town of Innisfil received four emailed letters from members of the public. These letters were forwarded to the WSP Project Team to be accounted for in the preliminary design phase. Feedback provided by the letters included:

Recommending the relocation of a utility pole that is on the southeast corner of the 10th Line and 25th Sideroad intersection to enhance safety.

Consulting seniors residing in the Sandy Cove development on design changes to the corridor to ensure that their needs are accommodated.

Budgetary concerns over the redesign of the corridor and the suggestion of seeking community benefit contributions from developers to subsidize the implementation of the plan.

Suggesting adding a centre turning lane to mitigate dangerous turns and passes across the corridor.

## **1.5 WHAT WAS HEARD**

The engagement activities conducted throughout the project provided valuable insight into existing conditions and key insights in redesigning a key mobility corridor to be more accommodating for active transportation modes. The engagement captured priorities from both members of the public and key stakeholders including staff at the Town of Innisfil and the Traffic Safety Advisory Committee. Ultimately, the engagement conducted allowed the Project Team to tailor corridor redesign directly to the needs and desires of those that live, work and visit Innisfil.

Overall, several key themes emerged from these activities and were used to guide the development of the preliminary redesign of the corridor and will continue to shape its development as it progresses to the detailed design phase. Some of the key themes that emerged are summarized below.

Overall, there was broad support for implementing active transportation and green infrastructure features along the 25th Side Road. Most people expressed excitement over the idea of having separated facilities for different modes of transportation. The preliminary designs in the downtown, rural, and low-density contexts were welcomed by key stakeholders including residents and town staff.

The preliminary design approach largely reflected what the community was hoping for and matches how the Town of Innisfil is seeing growth occurring in the future. However, many residents wished for additional traffic calming features to be added along the corridor, especially in school zones.

The majority of questions asked throughout all activities of the engagement process were technical in nature and were subsequently answered either by the WSP Project Team or



Town Staff. Many comments will be applicable for future phases of the project including the detailed design phase and construction phase.

Many residents expressed a desire of having the active transportation facilities extend all the way to the end of Big Bay Point Road. Residents noted that the route is very busy in the spring and summer and is used by both residents and tourists of all ages and abilities.

## 1.6 WHAT WE DID

The feedback received during Phase 1 of the project was incorporated in a number of different ways. Most notably, the project team expanded the number of areas where the “Downtown Commercial” typology was being proposed to align with current and future land-use trends in those areas. The overall objectives for the corridor were refined and confirmed during the early stage of the project, providing our team with the confidence to proceed with the design of an Active Transportation priority design for the corridor.

Much of the feedback received during this phase relates to specific technical challenges – drainage, trees, maintenance standards – that will be addressed during detailed design of the corridor. These considerations have been flagged in Appendix B, which can be carried forward as the project progresses.

As the 25th Sideroad Project moves into the next stage, our team will be developing the preliminary design for the project as well as a phasing plan for the implementation of improvements to 25th Sideroad. The Preliminary Design files and the proposed phasing plan will be developed in consultation with Town Staff, and will be posted on the project website to close the loop on this phase of the redevelopment of 25th Sideroad.



# APPENDIX

**A**

GETINVOLVEDINNISFIL.CA/25TH  
Q&A DISCUSSION



**Appendix A - Q&A Discussion from GetInvolvedInnisfil.ca/25th**

Date of contribution	Question/Comment from the Public	Admin Response (Publicly Posted)
Nov 08 21 03:17:08 pm	What are the plans for the downtown commercial corridor? Why have you designed the area around 25th and Lockhart as downtown commercial corridor, when it clearly is not downtown? Are there plans for lights at the corner of 25th and Lockhart? Extra lanes? I would appreciate any info that you have as I live at 790 Lockhart Road, the second house in from this intersection.	The east side of 25th Sideroad from Lockhart to 70m north of Cook is the planned Innis Village development, proposed as a mixed-use, vibrant, environmentally sustainable community. Improvements to the intersection of 25th and Lockhart including turn lanes are required to accommodate this development. You can find more information about the Innis Village project in the "Documents" Section of the project page.
Nov 09 21 06:58:33 am	will a side walk be put in from rose lane to the 10th line or even farther up?	Yes, sidewalks are proposed on both sides of 25th Side Road from Innisfil Beach Road to Mapleview, and a multi-use path on the east side from Mapleview to Big Bay Point Road.
Nov 09 21 06:06:59 pm	How much land is going to be expropriated along the 25th?The west side has less houses north of 10th less families and houses would be affected..with the speeds up and down 25th with a bike lane could also be very dangerous as cars pass each other as it is..well over the posted speed limit..	The intent is for no property acquisition in the rural and low density residential contexts, and small increase (from the existing 20m to 23m) in the future downtown development areas. The bike lanes proposed as part of this plan are also physically separated from the roadway, set behind the curb and green features like bioswales next the sidewalks. Design measures are also being proposed to address speeding concerns, including narrower lanes, centre medians, and a reduced posted speed limit.
Nov 09 21 08:29:32 pm	Will we be getting our sewers during this phase?	No sewer installation is currently planned for this area.25th Side Road is proposed to be urbanized from Innisfil Beach Road with a subsurface drainage system, and low impact development treatments like bioswales will help manage stormwater in an environmentally sustainable way for minor storm events by filtering and slowing the release of runoff. An overflow pipe system will address run-off from major storm events.
Nov 10 21 12:23:45 pm	Would it be possible to develop a bike lane to an entrance from friday harbour? It will make it a little bit safer for the big bay point community to have a bike lane that leads to a safer place instead of ending at the stop sign where there is an 80 zone.	The scope of this project is to provide active transportation facilities along 25th Sideroad from Innisfil Beach Road to Big Bay Point Road. The reconstruction and active transportation amenities from Big Bay Point Rd & 25th Sideroad to Friday Drive will be undertaken as part of another project.
Nov 11 21 03:39:10 am	Will there be a bike lane added? Although the posted speed is 50km it is a dangerous road to cycle because of the vehicles that speed and don't provide space for cyclists.	In-boulevard cycling facilities are proposed which will provide physical separation from motor vehicle traffic.
Nov 16 21 06:18:41 pm	Will you advise all businesses in advance and or ask them to participate in this construction project. Many businesses along this roadway will need proper turn lanes if roads are widen and for future businesses.	Yes, communications include a mailout to residents and businesses along the corridor informing them of the project and providing an opportunity to provide comments for consideration by the project team.
Nov 17 21 07:03:09 am	Is this why gas lines are marked 6 houses in on Chestnut? I mean, as a home owner it would be nice to, oh, I don't know, get notification IN ADVANCE of stuff like that.....	No, that is not related to this project as we are currently at the preliminary design phase. Field work to collect data on existing conditions included a tree inventory, pavement boreholes, and subsurface utility engineering.
Nov 22 21 05:06:26 pm	How will be able to access the roadway from our driveway with the green space between our driveway and the roadway and if there is a clearance area how will that be maintained in the winter months.	The Town of Innisfil will maintain responsibility for the snow clearance on all municipal assets, including the roadway, cycle tracks and sidewalks proposed along 25th Sideroad. Maintenance of private driveways will continue to be the responsibility of the individual property owners.
Nov 23 21 01:00:38 pm	What are your plans for the corner of Lockhart and 25th Sideroad? I have the corner house, 794 Lockhart and want to know if this will effect my property.	The east side of 25th Sideroad from Lockhart to 70m north of Cook is the planned Innis Village development, proposed as a mixed-use, vibrant, environmentally sustainable community. Improvements to the intersection of 25th and Lockhart including turn lanes are required to accommodate this development. You can find more information about the Innis Village project in the "Documents" Section of the project page.
Nov 24 21 06:06:52 am	There is currently a traffic safety issue at the 10th/25th intersection - partly due to visual obstructions to the south when westbound on the 10th and to excessive vehicle speed on the 25th. Your design may already address this issue but I would just like to stress the need for this improvement - hopefully in the early stages of the project.	Thank you for your feedback
Nov 24 21 10:11:58 am	If the ditches will be eliminated where will the water from sump pumps go.	25th Side Road is proposed to be urbanized from Innisfil Beach Road with a subsurface drainage system, and low impact development treatments like bioswales will help manage stormwater in an environmentally sustainable way for minor storm events by filtering and slowing the release of runoff. An overflow pipe system will address run-off from major storm events.
Nov 24 21 11:28:21 am	Not a question but a comment. I just attempted to watch the public information session from November 22 and the audio breaks up on it to such an extent that it is almost incomprehensible. The people from WSP, in particular, desperately need to improve their equipment. What a shame to put all this work into putting this presentation together and neglect to ensure that it is actually audible.	We reviewed the presentation video, and after the first few minutes where equipment and connection challenges were encountered, the remainder of the audio seems to be very good. Can you let us know at what timestamp you're experiencing the audio issues? We will see what we can do to clean up the file.
Nov 24 21 12:25:31 pm	I question the 85th percentile average speed of traffic on 25 Sideroad. The speed increases north of 9th Line, rises again north of 10th Line then increases north of Lockhart Rd. What traffic calming measures are proposed in the Low Density sections of the corridor? The speed awareness signs place earlier this summer were moderately effective for a period of 2-3 days.	For the Low Density Residential areas of the corridor, vehicle lanes are being narrowed to help reduce speeds, with additional traffic calming devices being proposed for consideration in the detailed design phase of the reconstruction. More information about the proposed designs can be found in the PDF of the Presentation file from the PIC, found in the Documents Section of this site.
Nov 25 21 09:19:49 am	Will there be a sidewalk continuing from rose lane to the 11th line finally??	Separated cycle tracks and sidewalks are proposed for 25th sideroad on both sides of the road from Innisfil Beach Road to Mapleview Drive as part of this project. North of Mapleview, the facility will transition to a multi-use path on one side of the road.
Nov 29 21 11:40:36 am	Are you planning on using native trees for the street plantings? It seems like it would be appropriate for such a green project.	Yes, native vegetation is proposed for all plantings along the corridor.

Nov 29 21 07:02:43 pm	How far will the commercial zone 3 travel from Innisfil beach road north? As a resident living near that intersection I am concerned how this will affect our property.	It will travel 80m north (the length of the existing commercial plaza). Once it reaches residential areas, the facility transitions to Low Density Residential.
Nov 29 21 07:03:05 pm	Will home owners at the 4 corners of 9th line lose some of their property if a round a bout is put in?	Property impacts for the roundabout are being assessed. We will let all potentially impacted property owners know as the details for this come together.
Nov 29 21 07:03:51 pm	Will the forest on the west side of the road between pinegrove and Mapleview stay?	Yes, this forest will be protected.
Nov 29 21 07:04:23 pm	I have problems with lighting in my area (Leslie & 25th). Will proper lighting be implemented? Also I have an issue with walkers throwing garbage on my property. Will garbage facilities be put in as well?	Lighting and amenities along the route will be considered later in the detailed design process, but will meet the Town's existing lighting and safety requirements.
Nov 29 21 07:04:58 pm	will the bridge, north of Lockhart be widened?	The plan will assume that the bridge is not widened, but it will not preclude the Town from widening the bridge in the future.
Nov 29 21 07:05:58 pm	When will this project begin and how long will it take to complete?	The Phasing plan will be presented in early 2022. The plan is to begin to move into detailed design in 2022. The first section of the project will likely be constructed in 2023-2024.
Nov 29 21 07:06:51 pm	Why only one round about at 9th, why not for other intersections? The 9th is one of the busiest pedestrian intersections for children crossing. I am worried about the traffic flow going west on the 9th whereby there is a lot of movement around Wallace street which is at least 100 meters from roundabout. I'm curious of crossings for pedestrians here.	9th Line was stipulated for a roundabout in the Transportation Master Plan. The Town has a policy to support roundabouts where possible over signalized intersections due to their enhanced level of safety for all road users. The design of the 9th line Roundabout will also be designed with a lens towards safety for people walking and cycling.
Nov 29 21 07:06:58 pm	Will the downtown areas have specific turning lanes included in the new plans?	Yes, where warranted turning lanes will be added.
Nov 29 21 07:07:27 pm	For bicycle lanes in the rural area, will proper pavement markings and will "No Stopping" & "No Parking" signs be posted for these shared pathways?	Cycling facilities will be physically separated from the roadway by a curb.
Nov 29 21 07:07:51 pm	The 25th Sideroad is very well used by cyclist, all the way up to the point, which is past, Big Bay Point & 13th Line. Why is the project not including this section of the road that goes to and past Friday Harbour?	The segment of 25th sideroad north of Friday Harbour was not part of the scope of this project. It may be considered for future projects.
Nov 29 21 07:08:28 pm	Some of your rendering slides showed trees on both sides, ad you mentioned that they can grow bug, but there were overhead hydro lines shown in the renderings. These trees will have to be cut back. Any plans to have underground hydro?	There is no plan for underground hydro at this time. There is consideration for relocating power poles during construction to reduce impacts to those trees.
Dec 01 21 03:45:27 am	Can we add more lighting, curbs and sidewalks to the 25th S/R improvements?	Curbs and sidewalks are being added to 25th sideroad on both sides of the road from Innisfil Beach Road to slightly north of Mapleview Drive, where sidewalks will transition to a multi-use path. Curbs will be added from Innisfil Beach Road to north of Mapleview Drive as part of the urbanization of the roadway. Lighting will be considered in specific areas of the roadway where warranted.
Dec 01 21 11:54:53 am	What about a bike lane??	Protected cycling facilities (cycle tracks) are being proposed as part of this project from Innisfil Beach Road to north of Mapleview Drive. From Mapleview Drive to Big Bay Point Drive, an off-road multi-use path is being proposed.
Dec 06 21 12:43:23 pm	<p>What consideration about the significant traffic impacts to surrounding side streets in adjoining areas has been given?</p> <p>All sideroads &amp; lines have historically been used for moving traffic. Unless 25th sideroad is widened to 4 lanes all the way to Big Bay Point - the traffic calming measures will make drivers move to other roads ie Jan's, Lebanon, Adullam, Willard &amp; others to avoid 25th sideroad. When Innisfil Beach Road was changed- vehicles chose other routes to avoid IBR &amp; its delays.</p> <p>Every time the town makes a change to major roads - the impact each change makes to the surrounding communities isn't given serious consideration.</p> <p>There is already proposed a 2nd exit for Innisfil Beach Park - which will already significantly impact the whole community on the west side of 25th sideroad.</p> <p>I do not support these changes.</p>	<p>Widening 25th sideroad to 4 lanes not being considered at this time. The Town of Innisfil is committed to improving road safety throughout the Town by taking a holistic approach to transportation. As our community grows, we will continue to add traffic calming measures on adjacent streets to reduce the traffic impacts across the community and make our Town safer for all road users.</p>



Dec 06 21 12:52:54 pm	<p>What is going to be done to protect the students &amp; other residents crossing in the traffic circle at 9th &amp; 25th?</p> <p>My many experiences with traffic circles - especially at busy times (possibly parents picking kids up from school in cars) Many people find it extremely difficult to pay attention - while getting in or out of the traffic circle.</p> <p>Many parents drive their kids to school and are in a hurry - add the foot traffic of people crossing the traffic circle.</p> <p>I feel that this makes a traffic circle unsafe for pedestrian crossing - especially kids who might not be fully focused on watching to make sure it is safe.</p> <p>Concern with the traffic circle at 25th &amp; 9th.</p>	<p>The detailed design of the roundabout at 9th line will include provisions to enhance pedestrian safety and comfort. Traffic circles are generally safer for pedestrians than many other intersection designs as there are fewer opportunities for pedestrians and motor vehicles to come into conflict.</p>
Dec 10 21 08:21:01 am	<p>We have some real safety traffic safety issues in the town. Wouldn't it be more prudent to put \$\$ towards that? For example nb Hwy 11 at the 7th line. That right hand turn lane needs to be extended.</p>	<p>The Town of Innisfil is committed to improving road safety all across our community. This project is an important step towards implementing our Transportation Master Plan and providing safer routes for people to walk and cycle in this growing part of our community. Other road safety enhancements are not being delayed because of the implementation of this project. The particular intersection referenced on Hwy 11/Yonge St refers to a Simcoe County Road. Please reach out to the County of Simcoe to address any concerns related to county roads.</p>
Dec 10 21 09:26:59 am	<p>In review of the Master Servicing Plan (Nov 2018), there are provisions for future watermains and sanitary forcemains that will have a construction impact on the 25th sideroad.</p> <p>Watermains: Lakeshore 600mm watermain from 25th sideroad to the 9th line, 300mm watermain tie in off existing service on the 25th connecting the 10th line, and Lockhart</p> <p>Sanitary sewers: Tie in to existing connecting the 10th line and Lockhart</p> <p>Sanitary Forcemain: Running from future sewage pumping station down Pinegrove to the 25th sideroad and connecting at Lockhart.</p> <p>Based on the anticipated timeline noted above, work will commence in 2023 and with phasing likely take a few years to complete.</p> <p>The Servicing upgrades are tentively scheduled for 2031. which provides a small window of completion between the two Projects, pending construction actually occurs as planned.</p> <p>I am wondering if there are provisions to include servicing upgrades scope into the 25th sideroad upgrades, in an effort to mitigate re-work of the 25th Sideroad and costs.</p>	<p>As identified in the 2018 MSP, InnServices is planning to install a 600mm dia. watermain along 25th Sideroad (from the water treatment plant to the 9th Line), along 9th Line and down 20th sideroad, as shown in the below figure. Preliminary timeline for the 600mm watermain and Zone 3BPS are: EA/ Preliminary Design (12 months)- 2022 to 2023 Detailed Design (8 months)- 2023 to 2024 Construction (15-18 months)- 2024 to 2026 InnServices has no plans to extend gravity sanitary sewer along 25th Sideroad between 9th Line &amp; 10th Line. Any proposed sanitary sewer extension on 25th Sideroad would need to be implemented by residents on 25th Sideroad as a Local Improvement Project, which would require all design &amp; construction costs to be fully paid for by the residents fronting/benefiting from the sanitary servicing extension, if existing downstream sewer elevations would allow for an extension. The majority of residents (90-100%) would need to be in favour in order for the project to move forward. Average costs that residents would need to pay would be substantial (more than typical replacement costs for septic), which would make it extremely difficult to have the majority of residents in favour of funding the project.</p>
Dec 10 21 09:47:59 am	<p>In response to proposed changes to 25th sideroad.</p> <p>Pls do not do this. its awful and a massive waste of resources. It is stated you want to preserve the natural rural greenspace environment.</p> <p>So please preserve it ...as in dont change it. ...that is not what preserve means. Except maybe extending the side walk. with 2 designated paths...minimal impact and provides safe space for pedestrians and cyclists....but widening the whole road...and puttin in medians ..like the last massive upset on ibr...like proposed is far too overbearing if ...preservation is actually of any concern.</p> <p>Also...roundabouts?</p> <p>Really? They are not required here and is a waste of land....once again the very opposite of preserving the greenspace.</p> <p>The answer to one of the comments was "25th Side Road is proposed to be urbanized from Innisfil Beach Road " soo...which is it again?</p> <p>Alsk another answer to a comment says bike lanes both side with one being multi use. how bout 1 side...multiuse...extending what is already there....without overly impacting the greenspace. instead of pretending using vastly more area and urbanizing has anything to do with preservation.</p> <p>Please use the resources for repairing the poor quality road paving that was done last year instead...something that will last...instead of wasting resources ever cpl years for a skimcoat that falls apart.</p> <p>The job on 10th line is a disgrace. at least the 9th was FINALLY done better.</p>	<p>Thank you for your comments. In the context of road redesign, "Urbanizing" a roadway has a specific technical meaning, it means adding curbs, gutters and sidewalks to the roadway. The project will extend sidewalks from Innisfil Beach Road to slightly north of Mapleview Drive, at which point the active transportation facilities will transition to a multi-use path on one side of the roadway. Separated cycling facilities will also be instituted away from the roadway before transitioning to the Multi-Use Path north of Mapleview. The roadway is not being widening, except for turning lanes where needed.</p>
Dec 11 21 04:39:36 am	<p>Will you be connecting the sewer line between the 9th. And 10th lines?</p>	<p>No sewer installation is currently planned for this area. 25th Side Road is proposed to be urbanized from Innisfil Beach Road with a subsurface drainage system, and low impact development treatments like bioswales will help manage stormwater in an environmentally sustainable way for minor storm events by filtering and slowing the release of runoff. An overflow pipe system will address run-off from major storm events.</p>
Dec 13 21 03:36:31 am	<p>Are you going to be connecting the sewer lines between the 9th and 10th line on the 25th during the construction</p>	<p>No sewer installation is currently planned for this area. 25th Side Road is proposed to be urbanized from Innisfil Beach Road with a subsurface drainage system, and low impact development treatments like bioswales will help manage stormwater in an environmentally sustainable way for minor storm events by filtering and slowing the release of runoff. An overflow pipe system will address run-off from major storm events.</p>

<p>Jan 05 22 07:06:04 am</p>	<p>Are there any programs to provide trees to homeowners in advance of the project to help create a visual and sound barrier?</p> <p>Also as S. Reid brought up a good question a month ago and I don't think the response quite answers the question. I am also curious where the sump pump discharge pipe that currently outlets into the road ditch will outlet if this ditch is turned into an underground sewer?</p> <p>Thank you,</p>	<p>At this time there are no proposed supports for new trees on private property adjacent to this project. The project is focused on expanding access to pedestrian and cycling amenities through the provision of sidewalks, separated cycling facilities and multi-use paths, which are not anticipated to add to the existing levels of noise along the corridor. Areas adjacent to the roadway will be planted with native vegetation, which could include shrubs that will provide additional visual and auditory barriers, however. The proposal recommends replacing the ditch currently in place with low-impact development options like bioswales to complement the subsurface drainage system. Bioswales will provide filtration and water retention capability that mirrors that of the existing ditch while relying more on slow filtration of water. Existing sump pump drainage will be accommodated within these elements of the project.</p>
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# APPENDIX

**B**

GETINVOLVEDINNISFIL.COM/25TH  
MAP FEEDBACK



**Appendix B - Pinned Feedback from the Get Involved Innisfil Map**

Date of contribution	Marker Details			Category	Comment Made	Project Phase
	Latitude	Longitude	Address Pinned			
Nov 08 21 01:34:25 pm	44.39399636	-79.53992128	477 Big Bay Point Road, Innisfil, Ontario L9S 2P7, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77694">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77694</a>	Comment (What should we know here?)	Sidewalk is needed (at least on one side)	Preliminary Design
Nov 09 21 06:11:28 am	44.34122651	-79.54603136	2693 Sideroad 25, Innisfil, Ontario L9S 3S9, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77726">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77726</a>	Comment (What should we know here?)	As an avid biker and walker, I am very pleased with this news. One issue that I believe should be prioritized is to address the safety issue at the 10th line/25th SR intersection. There is a pole that limits visibility on the SE corner. This should either be removed, or if not feasible, convert the intersection to a 4-way stop.	Detailed Design
Nov 11 21 04:31:31 am	44.37873432	-79.55370784	740 Big Bay Point Road, Innisfil, Ontario L9S 3C8, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77881">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77881</a>	Comment (What should we know here?)	The path should be extended all the way to the point end. The stretch from BBP beach end to the 13th has many cyclists and walkers. The traffic has greatly increased since Friday harbour and has made this section very dangerous to travel outside of a vehicle. We would like to be included too.	Future Extension
Nov 16 21 04:53:30 pm	44.34127431	-79.54598271	795 10th Line, Innisfil, Ontario L9S 3S9, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78207">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78207</a>	Comment (What should we know here?)	Definitely need to redo and continue the sidewalk further up the 25th. Stop signs OR roundabouts would be ideal at both 9th & 10th/25th intersections. Encourage traffic to use the 20th instead of the 25th as it's busy enough, lots of schools and houses along 25th.	Preliminary Design
Nov 17 21 04:35:14 am	44.32291473	-79.54175772	810 Leslie Drive, Innisfil, Ontario L9S 2C9, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78245">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78245</a>	Comment (What should we know here?)	Urbanize to 10 line . Fix drainage sidewalks under water after rain . Fill in deep ditches . Widen road to allow turning lane at major intersections. Do proper concrete sidewalks not wavy asphalt pathway do it right not cheap	Detailed Design
Nov 17 21 08:21:26 am	44.31860552	-79.54048455	2154 Sideroad 25, Innisfil, Ontario L9S 2C4, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78257">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78257</a>	Comment (What should we know here?)	adding speed bumps along the 25th since cars love speeding down the road.	Detailed Design
Nov 30 21 07:58:17 am	44.3182908	-79.53346252	623 Lakelands Avenue, Innisfil, Ontario L9S 2E1, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79134">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79134</a>	Comment (What should we know here?)	Bus stop. Chartered school bus	Detailed Design
Nov 30 21 07:58:54 am	44.31673252	-79.53994274	795 Innisfil Beach Road, Innisfil, Ontario L9S 2E1, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79135">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79135</a>	Comment (What should we know here?)	Bus stop. Chartered school bus	Detailed Design
Nov 30 21 08:00:54 am	44.32925516	-79.54279661	2393 Sideroad 25, Innisfil, Ontario L9S 2G3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79137">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79137</a>	Comment (What should we know here?)	Bus stop. Chartered school bus	Detailed Design
Nov 30 21 08:04:30 am	44.37845635	-79.55328941	740 Big Bay Point Road, Innisfil, Ontario L9S 3C8, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79138">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79138</a>	Comment (What should we know here?)	Bus stop. Can be a chartered mini school bus  Innisfil needs a better way to move pedestrians. Other towns have used school busses as public transportation to try a pilot program. Can be setup for peak times during the day  Would be good to have a bus along 25th into lefroy. But most importantly one is needed from this innisfil beach park to the ymca recreation center	Other
Nov 30 21 08:05:54 am	44.35326829	-79.54861164	2988 Sideroad 25, Innisfil, Ontario L9S 2J1, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79140">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79140</a>	Comment (What should we know here?)	Bus stop for public transportation	Detailed Design
Nov 30 21 08:07:11 am	44.34083134	-79.54573631	2683 Sideroad 25, Innisfil, Ontario L9S 3S9, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79141">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79141</a>	Comment (What should we know here?)	Bus stop for public transportation	Detailed Design
Nov 30 21 08:07:55 am	44.33481332	-79.54430401	2540 Sideroad 25, Innisfil, Ontario L9S 2H3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79142">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79142</a>	Comment (What should we know here?)	Bus stop for public transportation	Detailed Design
Nov 30 21 08:08:34 am	44.32314769	-79.54148769	2257 Sideroad 25, Innisfil, Ontario L9S 2E4, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79143">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79143</a>	Comment (What should we know here?)	Bus stop for public transportation	Detailed Design
Nov 30 21 08:09:12 am	44.31546974	-79.54643369	2115 Willard Avenue, Innisfil, Ontario L9S 2C2, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79144">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79144</a>	Comment (What should we know here?)	Bus stop for public transportation	Detailed Design
Nov 30 21 09:09:10 am	44.29766902	-79.60985184	Innisfil Recreational Complex, 7315 Yonge St., Innisfil, Ontario L9S 2M6, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79151">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79151</a>	Comment (What should we know here?)	Hourly public transit bus service for peak day hours.  Could be direct route to and from innisfil beach park with requested stops along the way	Other



Nov 30 21 10:39:43 am	44.34078799	-79.54325424	759 Chestnut Street, Innisfil, Ontario L9S 2H8, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79183">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79183</a>	Comment (What should we know here?)	Children & pets at play, quiet, low activity neighbourhood. Control traffic to/from Leonard Beach for safety and quiet.	Future Extension
Nov 30 21 09:00:17 pm	44.38128204	-79.55439985	747 Big Bay Point Road, Innisfil, Ontario L9S 3C8, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79283">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79283</a>	Comment (What should we know here?)	Although outside of the project scope, it would be wonderful to see a raised/separate bike lane from Big Bay Point Rd to Lake Simcoe and Friday Harbour.	Future Extension
Dec 03 21 11:40:49 am	44.35024352	-79.54788208	2895 Sideroad 25, Innisfil, Ontario L9S 2J1, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79665">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79665</a>	Comment (What should we know here?)	Can I get a copy of the Downtown Commercial cross section?	N/A
Dec 07 21 11:03:29 am	44.34066637	-79.54595625	2684 Sideroad 25, Innisfil, Ontario L9S 3T4, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-80204">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-80204</a>	Comment (What should we know here?)	Where is all the snow from the road, bike lane and sidewalk expected to go? The 2m wide and 0.5m deep "Bioswale" won't hold what causes the present ditches to overflow at times with just roadway snow and runoff.	Preliminary Design
Nov 08 21 12:47:58 pm	44.35972741	-79.55061257	3155 Sideroad 25, Innisfil, Ontario L9S 2J7, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77685">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77685</a>	Concern (What should we watch out for?)	Will they be widening the bridge? Will they be moving the hydro poles on the east side of 25 Sideroad? How much property will they expropriate? Will they expropriate both sides of 25 Sideroad?	Preliminary Design
Nov 08 21 01:34:13 pm	44.3412702	-79.54598522	795 10th Line, Innisfil, Ontario L9S 3S9, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77693">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77693</a>	Concern (What should we watch out for?)	There is a sidewalk on the south side of 25th sideroad that is well used coming from Innisfil Beach Road (the park) and then it disappears. It becomes very dangerous to ride along the road past the 10th line, especially as you get into the "commercial designation" you are proposing. Please include a bike path/sidewalk so that we can keep pedestrians and bicyclists safe. We want a nice trail (with some green space) to connect Innisfil Beach Park and Big Bay Point road. It makes a nice bike for a family, with a destination at both ends, and promotes green transportation. Please consider green transportation - making it safe and enjoyable as you are replanning the 25th side road. Thank you.	Future Extension
Nov 08 21 01:35:38 pm	44.34843453	-79.54784238	2895 Sideroad 25, Innisfil, Ontario L9S 2J1, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77695">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77695</a>	Concern (What should we watch out for?)	Please consider the safety of pedestrians and cyclists as you start your "commercial area" / high density area here. There is currently some nice green space that could be maintained to build a nice hiking/bike trail through here. To make green energy enticing, easy to use.	Other
Nov 08 21 01:36:43 pm	44.35460278	-79.54936481	3033 Sideroad 25, Innisfil, Ontario L9S 2J7, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77696">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77696</a>	Concern (What should we watch out for?)	Are the waterways being protected from increased building here? This feeds right into the lake.	Detailed Design
Nov 08 21 01:37:39 pm	44.35961898	-79.55089045	3156 Sideroad 25, Innisfil, Ontario L9S 2J7, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77697">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77697</a>	Concern (What should we watch out for?)	Are waterways being protected here? What measures are being put in place to maintain the water quality and habitat - water feeds into the lake.	Detailed Design
Nov 08 21 01:53:37 pm	44.3628263	-79.55114365	3245 Sideroad 25, Innisfil, Ontario L9S 2J7, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77699">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77699</a>	Concern (What should we watch out for?)	a bike /walking path is desperately needed from BBP to the 8 th line Its too dangerous even now Innisfil is deficient in bike/walking paths	Future Extension
Nov 09 21 06:00:34 am	44.35620643	-79.55011368	3085 Sideroad 25, Innisfil, Ontario L9S 1M4, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77725">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77725</a>	Concern (What should we watch out for?)	Will watershed area on west side of 25th Sideroad between Lockhart and Pine Grove Avenue remain untouched? Will any pedestrian and bike lane improvements in this area be added to the east side of the road?	Detailed Design
Nov 09 21 09:18:07 am	44.32779599	-79.54260064	2370 Sideroad 25, Innisfil, Ontario L9S 2G3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77734">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77734</a>	Concern (What should we watch out for?)	This is a busy intersection when school starts and finishes. Currently it is very difficult to make a left hand turn off of Joseph St onto the 25th during the rush hours. A safer/better crosswalk for the elementary school aged children is very important. There are a lot of children/families that walk to school (school drop off/pick up in cars is difficult), so sidewalks on "both sides" of the street are important. Currently the kids that live on the west side of the street, have to cross 25th unsafely (not at street lights, crosswalks) to get to the only sidewalk, and then have to cross back onto the west side of the street to enter Joseph St, at the unsafe crosswalk I previously mentioned.	Preliminary Design
Nov 10 21 06:10:53 pm	44.37663127	-79.55234528	3523 Sideroad 25, Innisfil, Ontario L9S 3C9, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77866">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77866</a>	Concern (What should we watch out for?)	High risk intersection, multiple times have witnessed cars coming from Barrie ignoring stop sign and driving through intersection at high speed. Need to make safer with increased use (Friday harbour residents, guests, service and work vehicles), and for cyclists	Preliminary Design
Nov 10 21 06:15:11 pm	44.37538464	-79.55282707	3523 Sideroad 25, Innisfil, Ontario L9S 3C9, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77867">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77867</a>	Concern (What should we watch out for?)	The whole length of this road should have a multipurpose lane on one side, from the Point down into Alcona.	Future Extension
Nov 11 21 08:23:09 pm	44.3779487	-79.55351472	Sideroad 25, Innisfil, Ontario L9S 3C5, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77903">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77903</a>	Concern (What should we watch out for?)	This is a very busy intersection. I suggest you do a round a bout and a sidewalk for pedestrians and cyclists. At least study the traffic with the counting wires on the road so you can see how busy this road is.	Preliminary Design
Nov 11 21 08:25:11 pm	44.36528864	-79.55204272	3288 Sideroad 25, Innisfil, Ontario L9S 3E1, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77904">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77904</a>	Concern (What should we watch out for?)	This is a very busy road and intersection. There should be a middle turning lane if you are going to increase the opportunity for commercial development	Preliminary Design
Nov 14 21 08:42:23 am	44.32971181	-79.54294682	2409 Sideroad 25, Innisfil, Ontario L9S 2G6, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78082">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78082</a>	Concern (What should we watch out for?)	A set of lights would slow down traffic around the school zone. also it will help people crossing the intersection many accidents happen here for people blowing the stop sign or rushing out trying to make it across. People drive way faster then 50km on this rd the speed limit should be reduced to 40 in this area	Preliminary Design
Nov 15 21 11:09:34 am	44.34131347	-79.54595625	795 10th Line, Innisfil, Ontario L9S 3N8, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78156">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78156</a>	Concern (What should we watch out for?)	This needs a four way stop. It's busy enough to justify it and it would help eliminate speeders since currently they can go from Lockheart to Leslie st. without anything to slow them down (and it shows).	Preliminary Design



Nov 17 21 03:15:04 am	44.32931272	-79.54268932	2393 Sideroad 25, Innisfil, Ontario L9S 2G3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78243">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78243</a>	Concern (What should we watch out for?)	Install stoplights at this intersection	Preliminary Design
Nov 18 21 06:37:00 pm	44.35996903	-79.55073059	3155 Sideroad 25, Innisfil, Ontario L9S 2J7, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78382">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78382</a>	Concern (What should we watch out for?)	Are homes along this corridor, 25th Sideroad, on a well and/or a septic system? What effect will this have on them, if they are on a well or septic system?	Detailed Design
Nov 18 21 06:50:52 pm	44.32937028	-79.54302192	2393 Sideroad 25, Innisfil, Ontario L9S 2G2, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78383">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78383</a>	Concern (What should we watch out for?)	There is a round-about going to be built at 9th Line & 25th Sideroad. Goodfellow Public School is just south-west of this intersection, and childr cross this busy road. With a round-about going in, how will a proper crossing or PXO be put in to ensure that all can cross safely? What Level and Type of PXO would be installed & at what part of the PXO would they be installed? Real thought & foresight needs to put in, to ensure the children are kept safe.	Preliminary Design
Nov 18 21 06:52:59 pm	44.38061876	-79.55419064	747 Big Bay Point Road, Innisfil, Ontario L9S 3C8, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78384">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78384</a>	Concern (What should we watch out for?)	Big Bay Point north of 13th Line to the Point (end of the road) should be included. This part of the road is very much used by bicyclist as well as pedestrians.	Future Extension
Nov 22 21 10:57:38 am	44.3443072	-79.54650879	2767 Sideroad 25, Innisfil, Ontario L9S 3T1, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78597">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78597</a>	Concern (What should we watch out for?)	#1 - What traffic calming measures are being considered for the section of roadway between 10th Line and Lockhart Rd.? There is currently a speed detection and warning sign for the southbound lane, calibrated to 40kph which was effective for 2-3 days. Where were the speed readings taken? The median of 57kph is certainly not the norm north of the 9th Line. #2 - I notice that the space required on the east side in the 'Low Density' areas is 6.6m or 21.5ft. This proposal will not only remove 20+' depth from every property on the East side but clearing both the bike paths and the pedestrian paths will be a homeowner responsibility. #3 - Why not take this opportunity to locate hydro, cable and phone services below ground? This could have been done north of Rose Lane when the water main work was done up to Big Bay Point Rd.	Detailed Design
Nov 22 21 02:41:33 pm	44.32616217	-79.54220653	2326 Sideroad 25, Innisfil, Ontario L9S 2G2, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78611">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78611</a>	Concern (What should we watch out for?)	I am sure you are aware of the two schools located on the 9th line/Joseph street and Leslie Drive. I am hoping you are engaging with the School Board, the schools, Bus Consortium and as well the many daycare facilities that drop off children to schools in this area. Parents I am sure will be interested in the traffic calming measures and the speed limits if any to be reduced to 40km.	Detailed Design
Nov 22 21 03:05:31 pm	44.34121116	-79.54590797	2693 Sideroad 25, Innisfil, Ontario L9S 3S9, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78613">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78613</a>	Concern (What should we watch out for?)	If the future of this roadway is to have more businesses along it then all the intersections should have roundabouts. We need to think green and for the future. Look at what other European countries are doing when it comes to Bike/Pedestrian pathways and with keeping are trees.	Preliminary Design
Nov 22 21 03:08:29 pm	44.34462178	-79.54678237	2775 Sideroad 25, Innisfil, Ontario L9S 3T1, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78614">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78614</a>	Concern (What should we watch out for?)	For all of the businesses along the 25th would like to see proper turning lanes. no Mediums please.	Preliminary Design
Nov 22 21 05:34:42 pm	44.35563876	-79.54989374	3067 Sideroad 25, Innisfil, Ontario L9S 1M9, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78616">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78616</a>	Concern (What should we watch out for?)	Will the existing hedge on the west side of 25th Sideroad between Lockhart & Main Street remain in place?	Detailed Design
Nov 24 21 02:00:23 pm	44.3420368	-79.54613196	2715 Sideroad 25, Innisfil, Ontario L9S 3T1, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78748">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78748</a>	Concern (What should we watch out for?)	The drainage ditch on the west side of 25th sideroad in this area floods to overflowing every spring. It is our understanding that the intention with this project is to remove the drainage ditches and replace them with a small green space. This is absolutely going to cause flooding to residences as these drainage ditches are the only thing stopping the snowmelt from flooding people's homes here.	Detailed Design
Nov 30 21 04:31:45 am	44.3415296	-79.54565048	794 10th Line, Innisfil, Ontario L9S 3N8, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79101">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79101</a>	Concern (What should we watch out for?)	This part of 25th sideroad sees significant traffic from fire trucks and EMS in both directions, presumably coming from the fire station at Friday Harbor and traveling south into Alcona, and coming from the fire station at Innisfil Beach road traveling north to Sandy Cove. How are you addressing concerns that narrowing the roadway will make it more difficult/dangerous for EMS to use this important corridor to service these communities in a timely and safe manner?	Preliminary Design
Nov 30 21 04:34:53 am	44.34237041	-79.54630166	2727 Sideroad 25, Innisfil, Ontario L9S 3T1, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79102">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79102</a>	Concern (What should we watch out for?)	How will you address concerns that narrowing the road will make it difficult for vehicles to pass in the opposing direction of snow plows? Will the town be purchasing smaller snow plows to plow these narrower lane roads? Narrowing the road seems like it will make the job of snow removal more difficult. Will residents be required to clear snow on the bicycle lane and sidewalk in front of their houses or will the town be providing snow removal services for bike lanes and sidewalks?	Detailed Design
Dec 01 21 04:21:50 am	44.32852606	-79.54254985	786 William Street, Innisfil, Ontario L9S 2G3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79295">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79295</a>	Concern (What should we watch out for?)	Concern over access to long-standing Businesses in the area. Detours were mentioned at the meeting but it is unclear about where exactly the detours will be. Green spaces in this area need to be addressed so as not to block entrances to businesses in either direction being travelled. Goodfellow School needs to be kept safe during construction as there are numerous walkers. Roadway is very narrow already, how will this plan be implemented to accommodate the necessary 20 meters required?	Detailed Design
Dec 01 21 04:29:08 am	44.32900574	-79.54118729	772 William Street, Innisfil, Ontario L9S 2G3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79296">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79296</a>	Concern (What should we watch out for?)	Roundabout here will still make it difficult for children to cross without a light. Delivery trucks to businesses in the area need to still have access. Some of the trucks are very large and so the roundabouts need to be significant to accommodate	Preliminary Design
Dec 02 21 04:18:12 am	44.33101649	-79.54334915	2445 Sideroad 25, Innisfil, Ontario L9S 2G8, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79492">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79492</a>	Concern (What should we watch out for?)	Speed monitoring or . I see cars travelling at speeds over the posted limit multiple times a day.	Detailed Design
Dec 02 21 04:24:39 am	44.32940482	-79.54296291	793 9th Line, Innisfil, Ontario L9S 2G3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79493">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79493</a>	Concern (What should we watch out for?)	Traffic lights or pedestrian crossing lights. Very unsafe at the moment.	Detailed Design
Dec 05 21 06:15:31 am	44.32767287	-79.54250157	2361 Sideroad 25, Innisfil, Ontario L9S 2G3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79813">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79813</a>	Concern (What should we watch out for?)	With the school here, this should really be a 40km/h zone.	Detailed Design

Dec 06 21 05:18:40 am	44.32960436	-79.54300582	2409 Sideroad 25, Innisfil, Ontario L9S 2G6, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79964">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-79964</a>	Concern (What should we watch out for?)	Increasing 25th to 4 lanes would only increase speeding. Speed enforcement. stop signs or speedbumps should be used here.	Preliminary Design
Dec 09 21 09:11:04 am	44.38271239	-79.53231747	396 13th Line, Innisfil, Ontario L9S 2Z3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-80537">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-80537</a>	Concern (What should we watch out for?)	Rounabouts are a good idea if properly placed. As a resident at the bottom of the 13th line there is more danger at Friday Harbour's than at the 25th and Big Bay. You should do a traffic count at both locations. Coming up the hill from the lake you always have to be so careful.	Preliminary Design
Nov 08 21 03:21:46 pm	44.32569015	-79.54220653	2318 Sideroad 25, Innisfil, Ontario L9S 2G2, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77714">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77714</a>	Priority (I am excited to see this happen!)	Safe bike lanes! This road is very dangerous for cyclists	Preliminary Design
Nov 08 21 04:01:14 pm	44.33769291	-79.54460979	2606 Sideroad 25, Innisfil, Ontario L9S 2H3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77717">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77717</a>	Priority (I am excited to see this happen!)	The community would love to see a Side walk added from Rose Lane to BigBay Point OR Rose Lane to 10th line. This will be a huge safe improvement for our active community.	Future Extension
Nov 09 21 09:19:17 am	44.32781997	-79.54256594	807 Joseph Street, Innisfil, Ontario L9S 2G3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77735">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77735</a>	Priority (I am excited to see this happen!)	A crosswalk that is safer for the kids.	Detailed Design
Nov 10 21 03:33:02 am	44.32212108	-79.54132676	2231 Sideroad 25, Innisfil, Ontario L9S 2C9, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77823">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77823</a>	Priority (I am excited to see this happen!)	There is a lot of traffic on this road already, Please explore options to reduce traffic on 25 side road. This could be easily accomplished by encouraging north-south travel on 20th side road where there are not a surplus of residential areas. For example straighten 20th side, and re-do the intersection at innisfil beach and put a round about at the 9th line and 20th side road intersection and increase the posted speed limit.	Detailed Design
Nov 11 21 08:29:19 pm	44.32939945	-79.54298437	793 9th Line, Innisfil, Ontario L9S 2G3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77905">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77905</a>	Priority (I am excited to see this happen!)	This road is so busy it is very difficult to cross. Better signage indicating that it is a straight thru for the cars on the 25th. A crosswalk is so important with a flasher and stripes on the road. Pedestrians should always have the right of way, especially with a school and businesses here.	Detailed Design
Nov 11 21 08:33:46 pm	44.33497102	-79.54437375	795 Rose Lane, Innisfil, Ontario L9S 2H3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77906">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-77906</a>	Priority (I am excited to see this happen!)	I am not sure why the sidewalk ends here when the development of residential continues on this road. Lets get resident friendly and safe with a sidewalk and bike path all the way to BBP road. It is very dangerous for the many users right now, speed bumps would be very helpful as most cars are doing 80kms on this road.	Future Extension
Nov 17 21 03:21:11 am	44.33554426	-79.54408944	794 Rose Lane, Innisfil, Ontario L9S 2H3, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78244">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78244</a>	Priority (I am excited to see this happen!)	Continue the sidewalks all along 25th.	Future Extension
Nov 22 21 02:56:29 pm	44.32798498	-79.54272687	2370 Sideroad 25, Innisfil, Ontario L9S 2G2, Canada <a href="http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78612">http://www.getinvolvedinnisfil.ca/25th/maps/25th-sideroad-segment-types?reporting=true#marker-78612</a>	Priority (I am excited to see this happen!)	Traffic between Joseph Street and the 9th line is very busy. You have a PXO at Joseph street and with a proposed roundabout at the 9th I have a concern with the traffic movement especially when it comes to how you will control pedestrians crossing at the round about at 9th. You have a lot of children crossing here and buses turning here. Also when on the 9th you will have traffic possibly backing up as far as roundabout with buses turning into the school entrance off the 9th line. Lots of pedestrian traffic as well.	Detailed Design