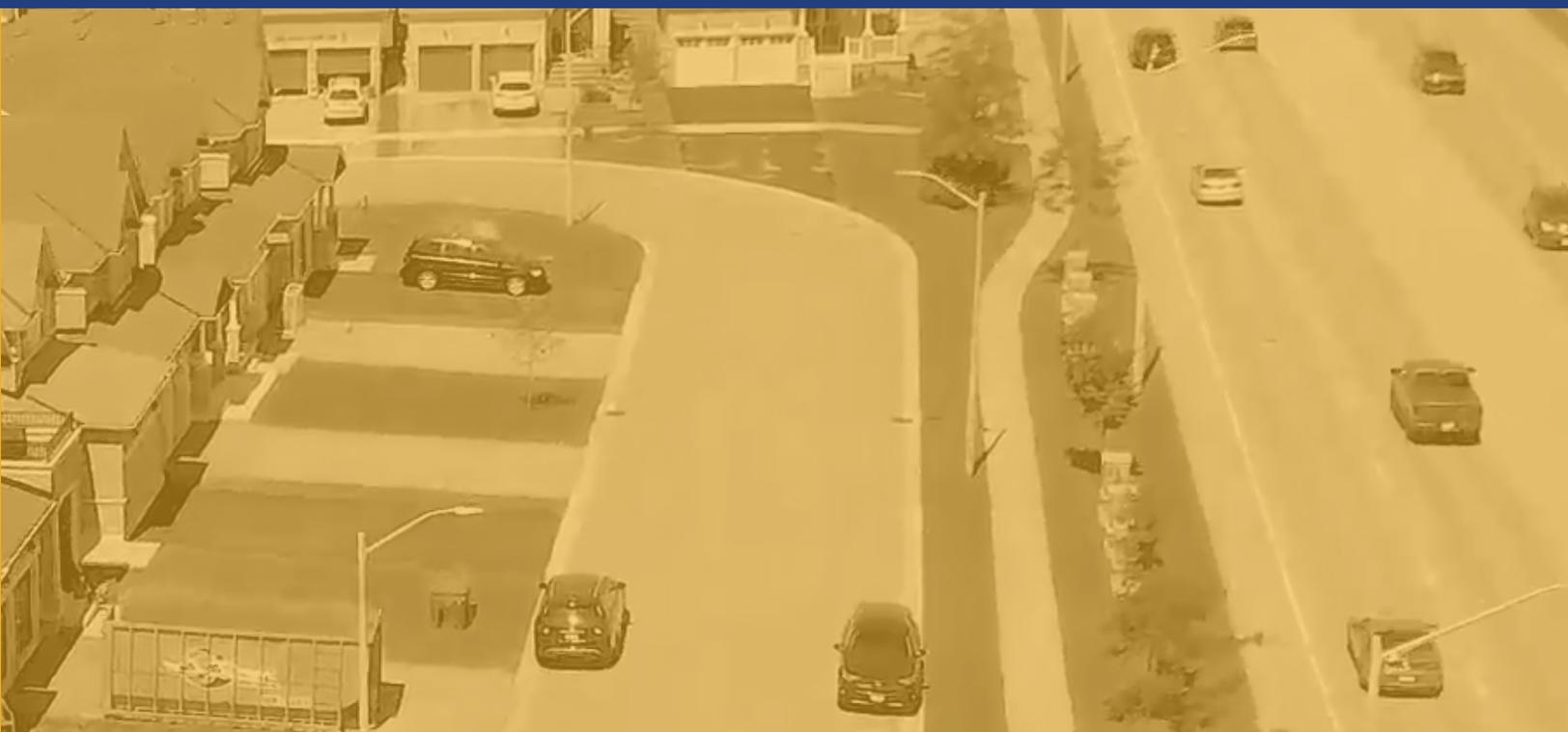


# Appendix C

Transportation System



**BURNSIDE**



**Innisfil**

# Appendix C | Transportation System

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**Date:** July 12, 2022 **Project No.:** 300053011.0000

**Project Name:** Innisfil Transportation Master Plan Update

**Submitted To:** Town of Innisfil

**Submitted By:** R.J. Burnside & Associates Limited

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## 1.0 Introduction

The Town of Innisfil's transportation system consists of a road network, active transportation facilities, and on-demand transit to accommodate the movement of goods and people. To respond to the growing population and employment within and around the Town of Innisfil, the Town has planned and budgeted for various transportation system improvements either through infrastructure upgrades or programs to promote the use of certain types of transportation. The existing and planned transportation system and programs are outlined in this memorandum.

## 2.0 Roads

### 2.1 Road Classification

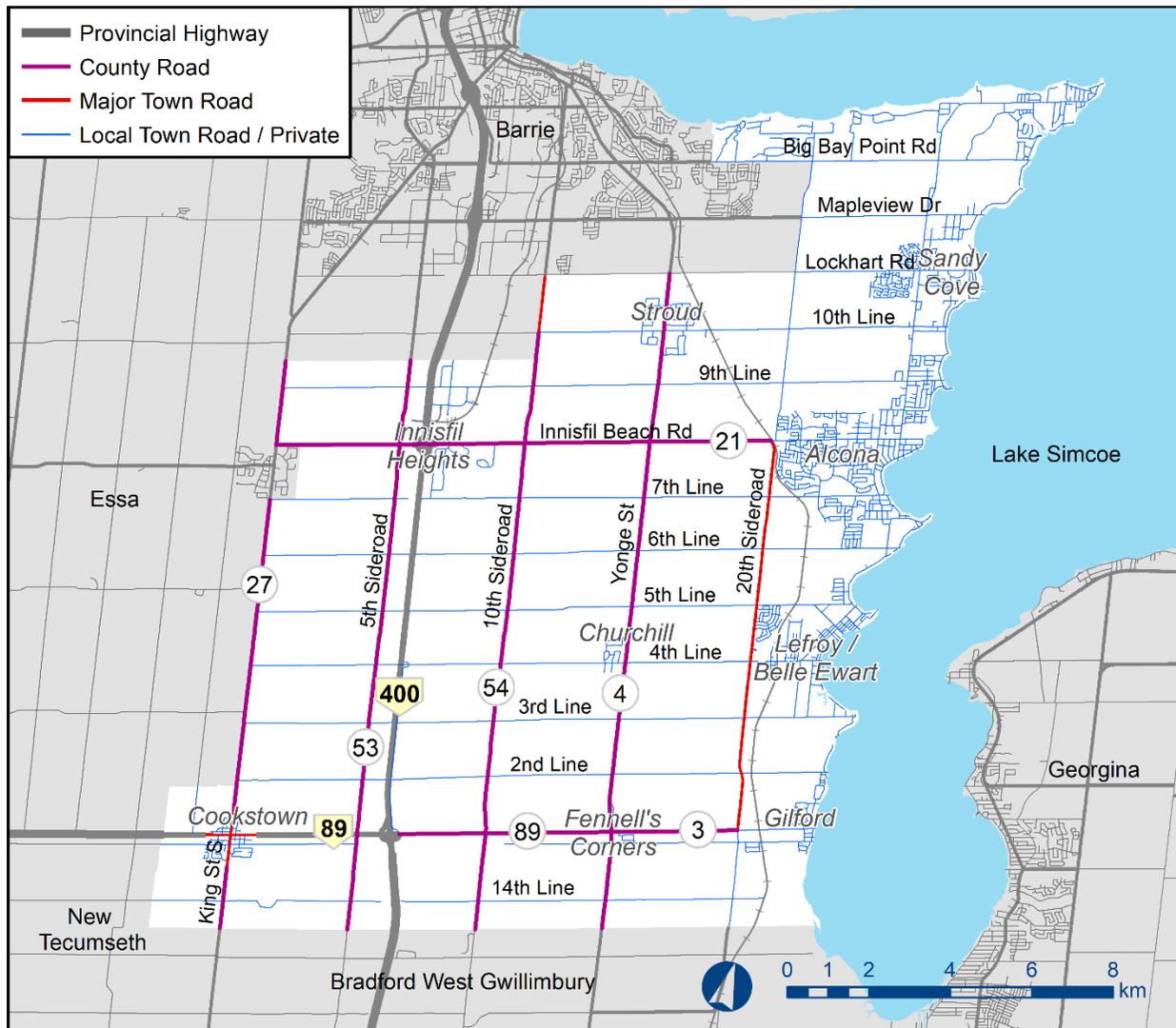
The road network in the Town of Innisfil is comprised of local roads, major roads, and Provincial highways. A small proportion of roads are also classified as private roads or unassumed. Provincial highways carry major inter-regional traffic flows that consist of both personal travel and freight movement between urban population centres or equivalent activity centres. Major roads (typically County roads), provide connectivity to key destinations and provide Town access between settlement areas, urban centres, and major markets. Local roads, provided by the Town, focus on land access and circulation within the municipality. Private roads are those roads not maintained by a municipality, located either on a municipal or private right-of-way providing access to a cluster of residential units. Road classification and right-of-way are shown in Our Place (2018) Schedule C: Transportation Network – Roads.

Most roads within the Town of Innisfil are local roads which are 78% of the total lane-kilometers within the Town. Major roads consist of 16% and highways and highway ramps consist of 7%.

### 2.2 Road Jurisdiction

Within the Town of Innisfil, roads are either maintained and operated by the Ministry of Transportation Ontario (MTO), Simcoe County, the Town of Innisfil, or are privately owned. Road jurisdictions within the Town of Innisfil are shown in Figure C-1.

**Figure C-1: Road Network**



**Highway 400** is currently a 6-lane provincially owned freeway that has a posted speed limit of 100 km/hr. The role of the freeway, as a higher-order facility, is predominantly to transport personal automobiles and freight between different municipalities due to its higher capacity and higher speeds. The highway runs north and south throughout the southern Greater Golden Horseshoe Area.

**Highway 89** is currently a 2 to 3-lane rural highway running east and west connecting Cookstown, Alliston, and Shelburne. Highway 89 is under the jurisdiction of the Town of Innisfil in Cookstown becoming a Simcoe County Road west of Cookstown and is provincially owned between Highway 400 to 20th Sideroad. Highway 89 provides critical higher-order capacity east and west across various Towns and municipalities.

The Country roads in the Town of Innisfil that run east-west include Innisfil Beach Road and Simcoe County Road 89. The County roads that run north-south include 5 Sideroad,

10 Sideroad, and Simcoe Road 27. 20th Sideroad, previously County Road 39, was transferred to the Town effective June 1, 2013.

### 2.3 Road Maintenance

A Road Needs Study is completed every five years to assess which roads require maintenance. The study evaluates the roadway conditions and rates each road section. By proactively programming road maintenance, roads are not left to deteriorate and then requiring reconstruction instead of resurfacing which costs more over the full lifecycle. To assess current roadway conditions, the Town classifies their road system into urban, semi-urban, and rural roads. Urban roads are generally described as roads with curb, gutter, and storm sewer drainage. Semi-urban roads are generally described as roads in built up areas (development exceeds 50% of the 50% of the frontage) without curb and gutter or curb and gutter on one side only. Rural roads are generally described with development on less than 50% of the frontage.

Town roads have four different surface types which include Earth, Gravel, Surface Treatment (LCB and ICB), and Hot Mix Asphalt (HCB). As of April 2018, 306 km or 80% of the Town’s 383 km road inventory were Hot Mix Asphalt (HCB).

The surface type and road environment are summarized in Table C-1.

**Table C-1: Road Inventory (2017 Road Needs Study Report)**

Surface Type	All Roadside Environments (km)	Rural (km)	Semi-Urban (km)	Urban (km)
Earth	1	1	0	0
Gravel	33	23	10	0
Surface Treatment (LCB and ICB)	42	38	4	0
Hot Mix Asphalt (HCB)	306	125	121	61
<b>Total</b>	<b>383</b>	<b>187</b>	<b>135</b>	<b>61</b>

Critical deficiencies represent road characteristics that result in increased maintenance costs or lead to an inadequate level of service. The Town uses the criteria as shown in Table C-2 for critically deficient roads, which is based off the MTO Inventory Manual. If any one of the following characteristics fall below the minimum tolerable standards as defined in the MTO Inventory Manual, the road is considered critically deficient.

**Table C-2: Criteria for Critically Deficient Roads**

<b>Criteria</b>	<b>Deficiency</b>
Surface Type	Insufficient surface type for traffic volumes
Surface Width	Insufficient width of the road surface, excluding the shoulders
Capacity	Inability of the road to accommodate traffic volumes at peak periods
Structural Adequacy	Inability of the road base to support vehicular traffic
Drainage	Increased frequency of flooding or excessive maintenance effort required to prevent flooding.

If preventative maintenance measures are strategically planned and carried out, the service life of the pavement can be maximized, and substantial reconstruction costs can be deferred for longer periods of time. In the 2017 study, the System Adequacy, which is defined as the percentage of total road kilometers identified as not critically deficient, was 91%.

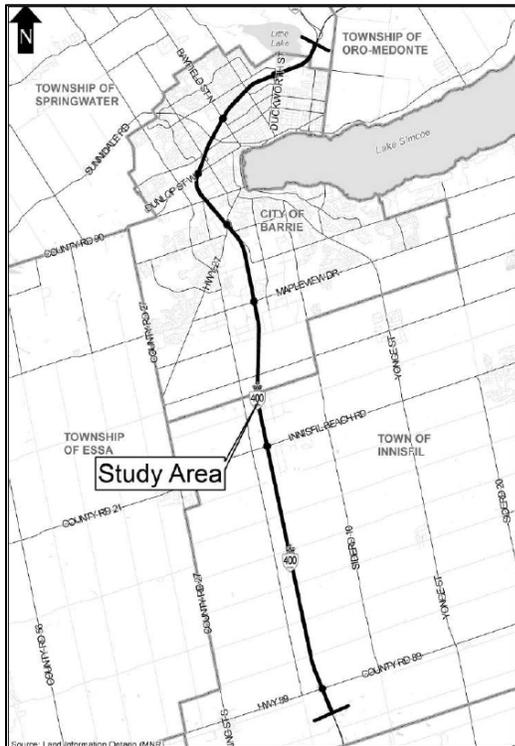
## **2.4 Planned Improvements**

### **2.4.1 Provincial Highway Improvements**

**Widening of Highway 400:** In 2001, the Ministry of Transportation Ontario (MTO) undertook a Planning and Preliminary Design Study to identify required improvements and widening requirements along 30 km of Highway 400 from 1 km south of Highway 89 to the Junction at Highway 11. A Transportation Environmental Study Report (TESR) received environmental clearance to proceed to further stages of design in 2006.

In 2017, an updated TESR was completed to incorporate 2031 traffic projections. Based off recommendations from the updated study, the recommended plan for Highway 400 is 5 lanes in each direction including 4 general purpose lanes and 1 High Occupancy Vehicle (HOV) lane throughout the study area as shown in Figure C-2.

**Figure C-2: Study Area for the Highway 400 TESR (2017)**

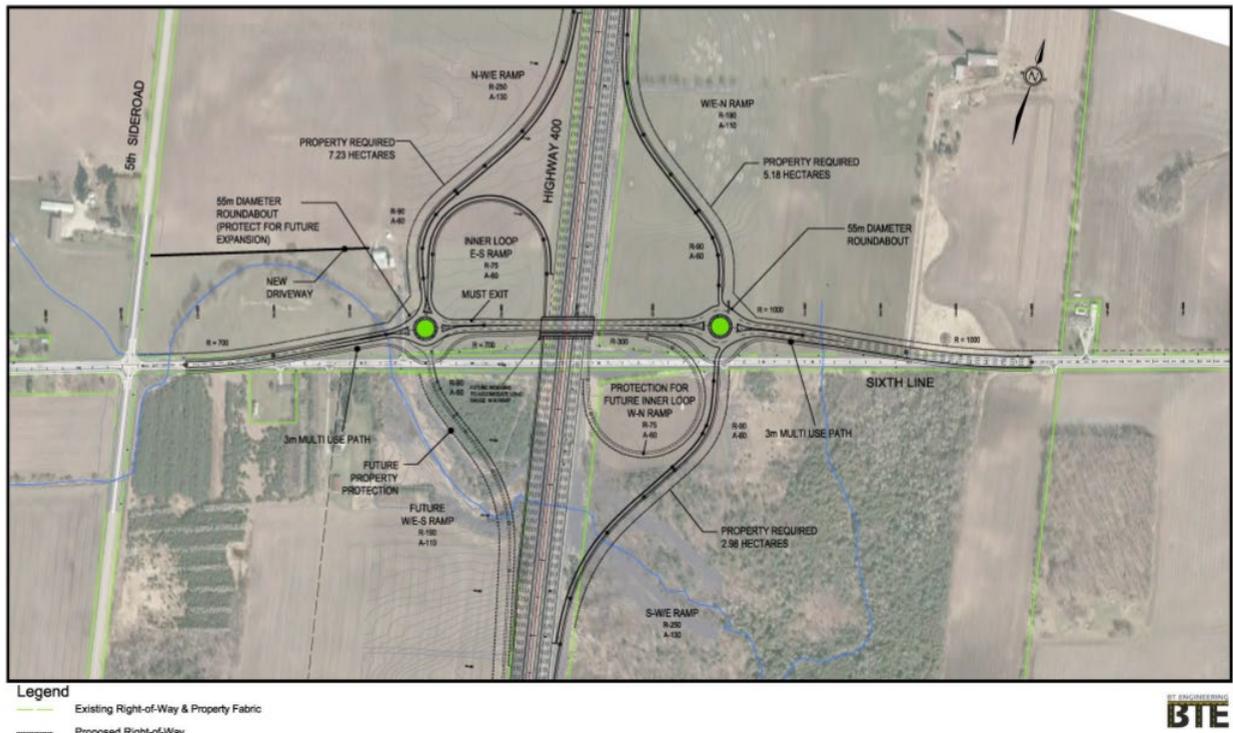


**6th Line and Highway 400 Interchange**

The Town completed a Class Environmental Assessment (EA) in 2017 for the interchange at 6th Line and Highway 400 to find solutions to the expected increases in traffic through the area by 2031. Based off recommendations from the study, 6th Line is proposed to be a 4-lane arterial with a sidewalk and a Multi-Use Pathway (MUP) for active transportation as shown in Figure C-3.

**Figure C-3: Sixth Line at Highway 400 Recommended Plan**

Source: Highway 400 / 6th Line Interchange Municipal Class Environmental Assessment



A summary of Provincial improvements is shown in Table C-3.

**Table C-3: Planned Provincial Highway Improvements**

Improvement	From	To	Improvement	Timeline
Highway 400	1 km South of Highway 89	Highway 11	3 to 5 lanes (per direction) including a HOV lane	2031
6th Line Interchange / Highway 400	-	-	New interchange	To Be Determined

### 2.4.2 County Road Improvements

Simcoe County completed a Transportation Master Plan in 2014 which identified roads for improvement to 2031. These County Road improvements are summarized in Table C-4.

**Table C-4: Planned County Road Improvements**

<b>Improvement</b>	<b>From</b>	<b>To</b>	<b>Improvement</b>	<b>Timeline</b>
County Road 4 (Yonge Street)	County Road 89	Barrie City Limit	2 to 4 lane widening	2031
County Road 4 (Yonge Street)	Bradford Boundary (8th Line)	County Road 89	2 to 4 lane widening	2031
County Road 21 (Innisfil Beach Road)	County Road 27	County Road 39 (20th Sideroad)	2 to 4 lane widening	2031
County Road 53 (5th Sideroad)	County Road 21 (Innisfil Beach Road)	Barrie City Limit	2 to 4 lane widening	2031
County Road 54 (10th Sideroad)	County Road 21 (Innisfil Beach Road)	Barrie City Limit	2 to 4 lane widening	Beyond 2031

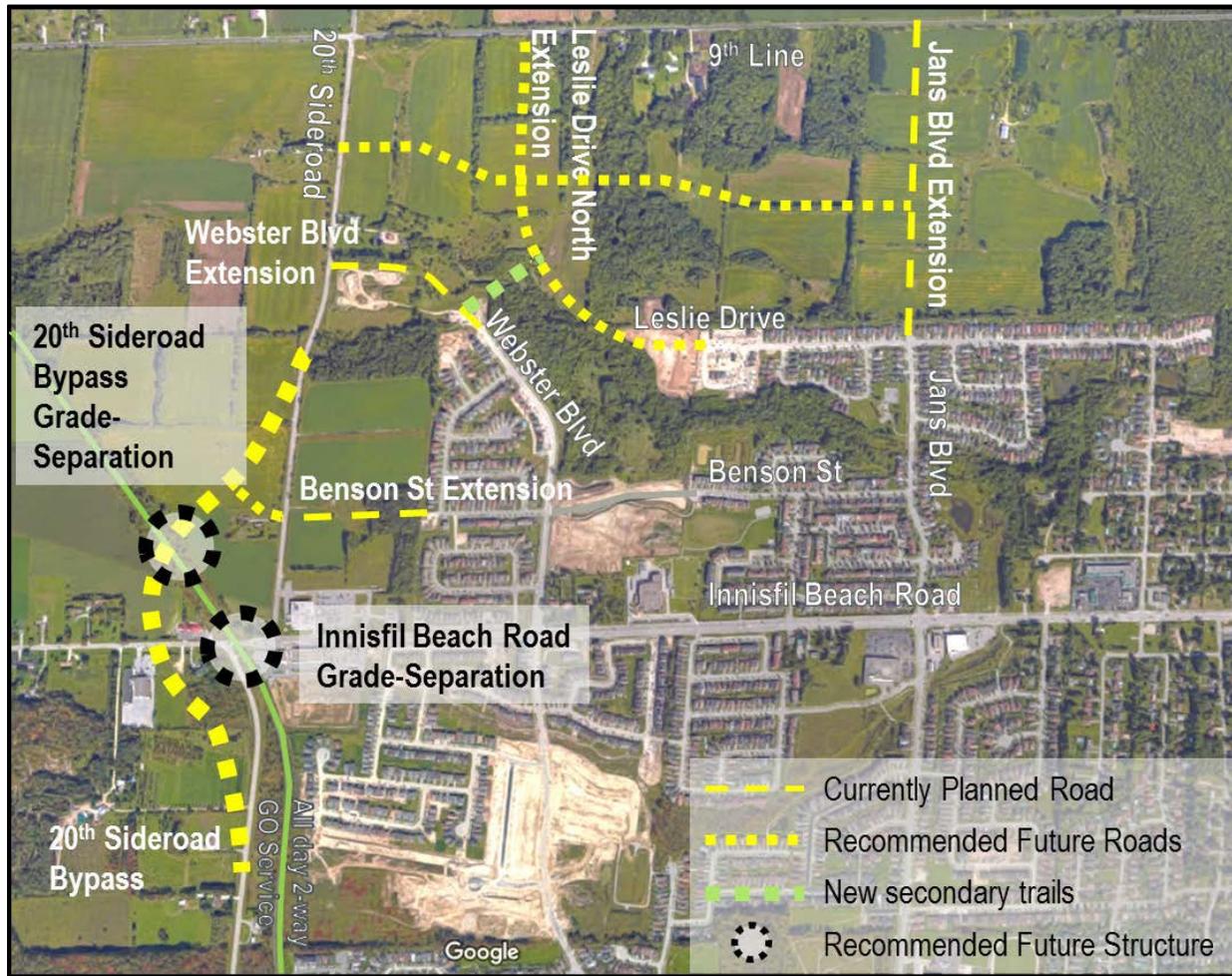
### 2.4.3 Town Road Improvements

The Town completed a Transportation Master Plan in 2018 which identified roads for improvement to 2041.

#### **Grade Separations at Innisfil Beach Road and 20th Sideroad Bypass**

To improve transportation connections, increase safety, and accommodate future traffic volumes, two grade separations were identified in the 2018 Transportation Master Plan at Innisfil Beach Road and a realigned 20th Sideroad Bypass. These proposed future grade separations are shown in Figure C-4.

**Figure C-4: Proposed Future Grade Separations**  
 Source: Town of Innisfil Transportation Master Plan (2018)



**Highway 89 East-West Link Improvement**

Highway 89 carries intraregional traffic consisting of both personal vehicle and freight between Wellington County, Dufferin County, and Simcoe County. Highway 89 also connects the Town of Shelburne, Alliston, and Cookstown near the Town of Innisfil. Because of the role and characterization of Highway 89, the higher volumes, higher speeds, and higher incidents of speeding have caused unsafe conditions within Cookstown.

Although there is a need for east-west capacity improvements through the Cookstown area, property constraints through the downtown Cookstown area have limited the ability to widen Highway 89. The 2018 Transportation Master Plan recommended a conceptual Highway 89 East-West Connecting Link Improvement which provides an alternate east-west route around Cookstown as shown in Figure C-5.

**Figure C-5: Proposed Highway 89 East-West Alternative Route**

Source: Town of Innisfil Transportation Master Plan (2018)



A summary of the proposed improvements from the Town’s 2018 Transportation Master Plan is shown in Table C-5.

**Table C-5: Planned Town Road Improvements**

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

\*Currently not in MTO’s 5-Year Southern Ontario Highway Improvement Program

**Intersection Improvements**

The 2018 TMP proposed the following intersection improvements:

- Yonge Street and 9th Line
- Yonge Street and 7th Line
- Yonge Street and 6th Line
- Yonge Street and 5th Line

- Yonge Street and 4th Line / Killarney Beach Road
- 20th Sideroad and Lockhart Road
- 20th Sideroad and 9th Line
- 20th Sideroad and 6th Line
- Innisfil Beach Road and 20th Sideroad (North leg)
- Innisfil Beach Road and 20th Sideroad (South leg)
- 20th Sideroad and 5th Line
- 25th Sideroad and Big Bay Point Road / 13th Line
- 25th Sideroad and 9th Line
- St. John's Road and 7th Line

The 2018 TMP stated that the intersection at Yonge Street and 9th Line warrant exclusive turning lanes at all approaches.

#### **2.4.4 Roundabouts**

Currently the Town of Innisfil does not have any roundabouts.

The 2018 TMP proposed that following intersections be considered for roundabouts:

- 20th Sideroad and Lockhart Road
- 20th Sideroad and 9th Line
- 20th Sideroad and 6th Line
- 20th Sideroad and 5th Line
- 25th Sideroad and Big Bay Point Road/ 13th Line
- 25th Sideroad and 9th Line
- St. John's Road and 7th Line

### **3.0 Active Transportation Infrastructure**

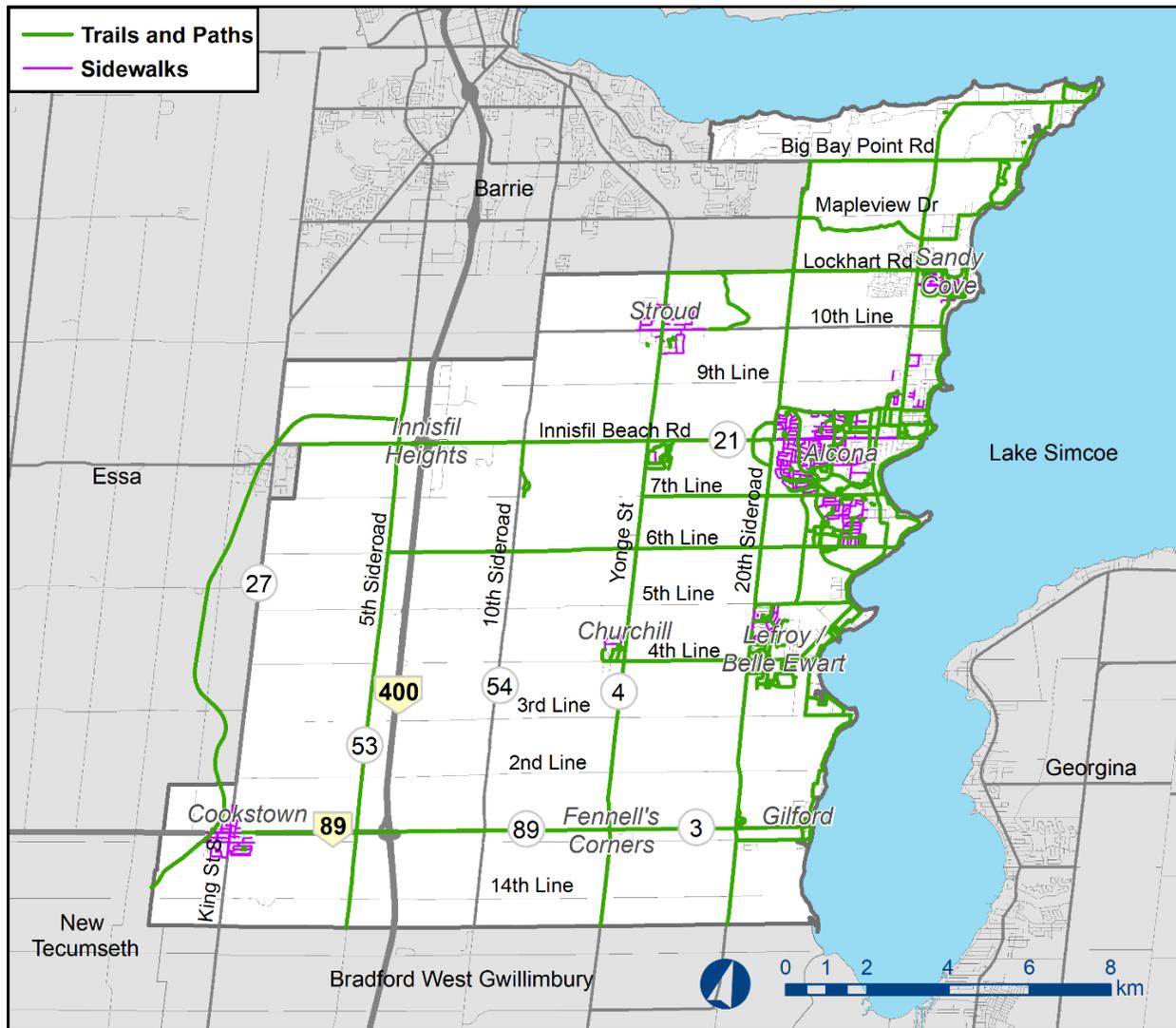
#### **3.1 Existing Active Transportation Network**

Active transportation infrastructure allows Town of Innisfil residents and other trip users to use self-propelled modes of transportation requiring human energy such as walking, cycling, skating, jogging, rolling, and skiing. These modes help to promote sustainable transportation which reduces the impact to the environment and healthy lifestyles. Active transportation is supported in the Provincial Policy Statement as an important component to a multi-modal transportation system.

The Town of Innisfil owns and maintains sidewalks, trails, on-street bicycle lanes, sharrows, multi-use paths, and paved shoulders. Supporting features or furniture are helpful to increase the comfort and security of trip takers of all abilities and ages. These features include benches, picnic tables, benches, shade and bicycle parking or racks.

Previous Town of Innisfil Transportation Master Plans and the Trails Master Plan (2016) has guided the development of the Town’s active transportation and trail network. The current active transportation inventory is shown in Figure C-6.

**Figure C-6: Active Transportation Infrastructure**



### 3.2 Planned Active Transportation

Planned improvements to the Town’s active transportation network, as per the 2018 Transportation Master Plan, are summarized in Table C-6.

**Table C-6: Planned Pedestrian and Cycling Facilities**

<b>From</b>	<b>To</b>	<b>Location</b>	<b>Type</b>
Innisfil Beach Road	-	I.R.C. Loop	Multi-use Trails
25 Sideroad	-	Innisfil Beach Park Trail	Multi-use Trails
6th Line	-	Sleeping Lion Loop	Multi-use Trails
-	-	Centennial Park	Secondary Trails
-	-	Innisfil Recreation Complex	Secondary Trails
-	-	Luck Conservation Area	Secondary Trails
Laurand Street	Future Street	Alcona Community Park & Webster Park	Secondary Trails
Lebanon Drive	Goshen Road	Andrade Memorial Park	Secondary Trails
Anna Maria Avenue	-	Anna Maria Park	Secondary Trails
Macleon Street	Existing Walkway	Woodlot Walkway	Secondary Trails
Webster Boulevard	Anna Maria Park	Future Park / Open Space Trail	Secondary Trails
Future Street	Future Street	Future Sleeping Lion Park Trail	Secondary Trails
Future Street	Future Street	Future Sleeping Lion Walkways	Secondary Trails
Future Street	Webster Boulevard	Future Stormwater Management Pond (Alcona Capital)	Secondary Trails
Future Street	Innisfil Beach Road / Taggart Court	Future Stormwater Management Pond (Alcona Capital)	Secondary Trails
Nantyr Drive	Booth Avenue	Unnamed Stormwater Management Pond Trail	Secondary Trails
Jack Crescent	Warrington Way	Unnamed Trail	Secondary Trails
-	-	Coral Woods Park	Secondary Trails
Broderick Way	-	Future Stormwater Management Pond (Churchill Downs)	Secondary Trails
Lillian Street	Future Street	Future Park / Open Space Trail (Innis Village West)	Secondary Trails
Future Street	Future Street	Future Park / Open Space Trail (Innis Village West)	Secondary Trails
Lockhart Road		Future Park / Open Space Trail	Secondary Trails

<b>From</b>	<b>To</b>	<b>Location</b>	<b>Type</b>
Lillian Street	-	Future Stormwater Management Pond (Innis Village East)	Secondary Trails
Lockhart Road	Future Street	Future Stormwater Management Pond (Innis Village West)	Secondary Trails
Lormel Gate Avenue	Wharram Way	Future Park / Open Space	Secondary Trails
Lormel Gate Avenue	Bardeau Street	Future Walkways	Secondary Trails
Innisfil Beach Road	Lebanon Drive	Spring Street	Sidewalk
Proposed Secondary Trail	Anna Maria Avenue	Maclean Street	Sidewalk
Albert Street	Settlement Boundary	Church Street	Sidewalk
Shore Acres Drive	Gilford Road	Neilly Road	Sidewalk
Settlement Boundary	Neilly Road	Shore Acres Drive	Sidewalk
Jans Boulevard	St. John's Road	Anna Maria Avenue	Cycle Lane Retrofit (Pavement Markings and Signage Only)
Webster Boulevard	Jans Boulevard	Leslie Street	Cycle Lane Retrofit (Pavement Markings and Signage Only)
Pinegrove Avenue	Lockhart Road	25 Sideroad	Sharrow
West Street	30 Sideroad	Big Bay Point Road	Sharrow
Crescent Harbour Road	25 Sideroad	Maple Drive / Cove Avenue / Pinegrove Avenue	Sharrow
25 Sideroad	Rose Lane	Lockhart Road / Lillian Street / Ireton Street / Leonard Street	Sharrow
Big Bay Point Road	13th Line	West Street / Maple Road	Sharrow
7th Line	St. John's Road	Cross Street / Cedar Grove Avenue / Cedarvale Drive	Sharrow
		/ Chandos Avenue	Sharrow
Innisfil Beach Road	7th Line	Lakelands Avenue / Adams Road / Simcoe Boulevard	Sharrow
Rose Lane	9th Line	Leonard Street	Sharrow
Ewart Street	3rd Line	Claver Avenue / Frederick Street / Sheppards Trail / Wisker Avenue / Barry Avenue / Harbour street / 3rd Line	Sharrow

<b>From</b>	<b>To</b>	<b>Location</b>	<b>Type</b>
2nd Line	20 Sideroad	Dempsey Street / Parkview Drive / Lakeshore Boulevard / Acres Street / Beach Road / Gilford Road	Sharrow
25 Sideroad	Crystal Beach Road	Roberts Road	Shoulder
Roberts Road	9th Line	Crystal Beach Road / Goodfellow Avenue	Shoulder
-	-	20 Sideroad Proposed Realignment	Multi-Use Trails
13th Line	Crescent Harbour Road	Unnamed Trail	Secondary Trails
Future Street	Future Street	Future Sleeping Lion Park Trail	Secondary Trails
6th Line	7th Line	Future Sleeping Lion Trail	Secondary Trails
6th Line	Webster Boulevard	Future Stormwater Management Pond (Sleeping Lion)	Secondary Trails
Adullam Avenue	Willard Avenue	Leslie Drive	Secondary Trails
Jans Boulevard	Innisfil Beach Road	Unnamed Park Loop	Secondary Trails
Pine Avenue	Future Street	Future Park / Open Space Trail (LSAMI P3)	Secondary Trails
Killarney Beach Road	Future Street	Future Park / Open Space Trail (LSAMI P3)	Secondary Trails
20 Sideroad / Killarney Beach Road (south)	Future Street	Future Park / Open Space Trail (LSAMI P4)	Secondary Trails
Church Drive Dead End	Future Street	Future Park / Open Space Trail (LSAMI P4)	Secondary Trails
Stewart Road	Future Street	Future Stormwater Management Pond (LSAMI P3)	Secondary Trails
Squire Street	Walter Street / Lefroy Arena	Future Trail	Secondary Trails
20 Sideroad / Killarney Beach Road (north)	Bardeau Street / Church Street Park / Church Street Drive	Future Trail (LSAMI P2)	Secondary Trails
Spring Street	Deadend	Goshen Road	Sidewalk
Willard Avenue	Andrade Memorial Park	Lebanon Drive	Sidewalk
Willard Avenue	25 Sideroad	Lebanon Drive	Sidewalk
Leslie Drive	Lebanon Drive	Mildred Avenue	Sidewalk

From	To	Location	Type
Westmount Avenue	Lakeshore Branch Library	Mountbatten Avenue	Sidewalk
Leslie Drive	Lebanon Drive	Richard Street	Sidewalk
Lebanon Drive	Leslie Drive	Spring Street	Sidewalk
Sloan Circle	Yonge Street	4th Line	Sidewalk
4th Line	Meadowland Street	Sloan Circle	Sidewalk
4th Line	4th Line	Valleyview Drive	Sidewalk
Corner Avenue	Lefroy Arena	Walter Street	Sidewalk
10th Line	Rose Lane	Leonard Street	Sidewalk
Jans Boulevard	25 Sideroad	Leslie Street	Cycle Lane Retrofit (Pavement Markings and Signage Only)
6th Line	Belle Aire Beach Road	Unnamed Trail	Secondary Trails
6th Line	Maple Road	Unnamed Trail	Secondary Trails
Lockhart Road	10th Line	Unnamed Trail	Secondary Trails
20 Sideroad	25 Sideroad	Unnamed Trail	Secondary Trails
Webster Boulevard	-	Future Sleeping Lion Park Trail	Secondary Trails
Future Street	Future Street	Future Sleeping Lion Walkways	Secondary Trails

## 4.0 Transit

### 4.1 Innisfil Transit

The Innisfil Transit service is a program that currently partners with Uber to provide on-demand ridesharing. The fare structure has changed since the inception of the program. Individuals are only permitted 30 trips per month unless they are granted an exemption. There are certain origins and destination that have fixed fares as shown in **Table C-7**.

**Table C-7: Innisfil Transit Fixed Fares**

Origin/Destination	Fixed Fare
To/From Innisfil Recreation Complex/Town Hall area	\$4
To/From closest GO bus stop along Yonge Street	\$5
To/from Barrie South GO train station	\$6
To/from Innisfil Heights Employment Area and Highway 400 carpool lot	\$6
To/from IdealLab and Lirbary (Alcona)	\$4
To/from South Innisfil Community Centre (Lefroy)	\$4

A \$4 discount is provided off regular fare for custom origin and destinations within Innisfil that are a minimum of \$4 per trip. Annual ridership is estimated to be approximately 80,000 users

(Innisfil Transit System Performance, Ryerson, 2021) with 220,000 Innisfil transit trips undertaken between May 2017 and February 2020.

## 4.2 Metrolinx GO Service

The #63 GO bus route serves the Town of Innisfil with two bus lines which are the #68 bus line and #68B bus line.

The southbound stops in Innisfil are located at the following locations:

- Yonge Street at Lynn Street
- Yonge Street at Victoria Street
- Yonge Street at Innisfil Beach Road
- Highway 11 at Meadowland Street
- Yonge Street at 4th Line
- Yonge Street at County Road 89

The northbound stops in Innisfil are located at the following locations:

- Yonge Street at Lynn Street
- Yonge Street at Glenn Avenue
- Yonge Street at Victoria Street
- Yonge Street at Innisfil Beach Road
- Yonge Street at Meadowland Street
- Yonge Street at Killarney Beach Road
- Yonge Street at Shore Acres Drive

This GO bus connects Barrie Transit Terminal to the north with the Aurora GO Transit Station to the south. More schedule details are shown in Table C-8.

**Table C-8: GO Bus #68 Schedule Details**

Day	Direction	Frequency
Weekday	Southbound	Approximately 45 minutes to 1 hour between 4:10 AM and 10:00 PM
Weekday	Northbound	Approximately 1 hour to 1 hour 20 minutes between 6:10 AM and 9:52 PM Final bus departs at 11:52 PM.
Weekend	Southbound	Approximately 45 minutes to 1 hour between 6:10 AM and 8:17 PM Final bus departs at 10:15 PM
Weekend	Northbound	Approximately 1 hour between 8:02 AM AM and 1:05 AM

The GO bus timetables show that the #68 bus route has more frequent service in the southbound direction than the northbound direction for both weekday and the weekend travel as it is the peak direction. The frequency between the weekday and weekend for both northbound and southbound travel, respectively, are approximately the same.

Weekday service for both the southbound and northbound bus routes begins two hours earlier than the weekend service. The weekday northbound service also ends two hours earlier than the weekend service.

The GO Barrie Line passes through Innisfil, however there are currently no stops in the Town. The closest GO rail stations are the Barrie GO Station to the north of Innisfil and Bradford GO Station to the south.

### **4.3 Planned Innisfil GO Station**

The Innisfil GO station will be located on 6th Line in Innisfil as part of Metrolinx's Regional Express Rail (RER) expansion program. Metrolinx is planning for a multi-use path on the west side of the corridor with potential pedestrian/bike connections north and south along the rail corridor. Other design elements include bicycle parking and passenger pick up and drop off areas to accommodate the Uber transit service.

## **5.0 Transportation Programs**

### **5.1 EcoMobility Hub**

An EcoMobility hub is a multi-modal one-stop point intended to facilitate smart and easy access to mobility services. They include facilities to accommodate personal and electric vehicles, bicycles, and transit. Facilities include transit stops, parking, electric vehicle charging, and bicycle racks. They also act as a central location for ride sharing, car sharing, and bike sharing. EcoMobility Hubs also incorporate facilities and services to act as a resting stop such as Wi-fi, wayfinding information, benches and other street furniture. The Town has planned for an EcoMobility pilot program located in popular areas such as Recreational Complex, Town Hall, Tanger Outlets, Friday Harbour, or the planned Innisfil GO Station.

### **5.2 Bike-Share Program**

ShareCycle was a bikeshare pilot project that was implemented by the Town between August 26, 2017, when it launched at the Great Trail Event, and October 2018. This pilot was free to residents and provided 12 bicycles which were distributed throughout the community. The bicycles were tracked using GPS sensors and riders were free to openly use and drop off the bikes anywhere in the community. The aim of this pilot was to encourage riders to take recreational trips, explore Innisfil's amenities, and connect people to new opportunities and grow a sense of community.

### **5.3 Walking and Cycling Education Programs**

The Town has invested in educational and promotional programs for walking and cycling which are important tools for making road users more comfortable with active transportation modes.