

The background of the entire page is a topographic map with contour lines in shades of brown and tan. The lines are more densely packed in some areas, indicating steeper terrain, and more spread out in others, indicating flatter ground. The overall color palette is warm and earthy.

Part 3: Trails

**Parks and Recreation Master Plan Update
and Lake Enjoyment Strategy**

**Town of Innisfil
July 2023**

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PART 3: TRAILS

3.1 Introduction

This trails assessment is a thirty-year framework for the development and improvement of Innisfil's trail network in a time of extreme population growth. The strategic goals of this assessment include:

- Build on the 2016 Trails Master Plan
- Coordinate with the recently completed 2023 Transportation Master Plan
- Create a tool to be used for future planning and design of new community developments
- Create a Town-wide trail network to connect settlement areas and improve waterfront access
- Support new recreation and active transportation opportunities
- Use the existing natural heritage system, rights-of-way, and open space parcels

- When appropriate, designate the lands used to support trails as the proposed “Conservation Park” typology
- Acquire access/property where required to establish as much of the trail as possible off-road

This will be discussed under the following sections:

- 3.2 Context for Trails Assessments
- 3.3 Existing Conditions
- 3.4 What We Heard
- 3.5 Assessment & Recommendations

3.2 Context for the Trails Assessment

In 2016, a Trails Master Plan was completed for Innisfil. It was prepared in conjunction with the Parks, Recreation, and Culture Master Plan, and focused on off-road linkages (multi-use trails, pathways, and sidewalks). The 2016 Trails Master Plan recommended over 200 km of trails to take Innisfil to the year 2036). Once these trails are developed, the Town's active transportation network will cover over 300 km to better support physical health and wellbeing, utilitarian transport, environmental benefits and economic goals. Given approximately 80% of Innisfil residents commute out of the Town for work, the coordination and development of a trail network in relation to the future GO Station was identified as a priority.

The 2016 Trails Master Plan provides a detailed toolkit for trail development. This includes information about trail surfacing, width, separation/buffer zones, slopes and grading, ramps, trailheads and boardwalks. It also provides information on signage for trailheads, rules and regulations, wayfinding, interpretation, route markers, and warnings. Trail amenity information includes washrooms, benches and seating, lighting, landscaping and screening, crosswalks and crossovers, and railway crossings.

Transportation Master Plans

Transportation Master Plan, 2023

The Transportation Master Plan (TMP) initiated in July, 2021 addresses existing and future vehicle, transit, cycling and pedestrian needs within Innisfil until 2051. It is an update to the 2018 Transportation Master Plan. The new TMP identifies new opportunities for active transportation in coordination with this Parks and Recreation Master Plan Update and Lake Enjoyment Strategy. It also identifies the need for additional and improved sidewalks in accordance

with the Accessibility for Ontarians with Disabilities Act (AODA), as well as opportunities for cyclists.

Simcoe County Transportation Master Plan (ongoing)

The County of Simcoe is also developing an update to its Transportation Master Plan, which will outline transportation infrastructure needs and priorities to 2051. Its goals are to provide longer-distance connections between settlement areas along County roads, and to support recreational cycling and to encourage cycling as a form of utilitarian transportation. The Plan update is ongoing at the time of this trails assessment.

Scope of the Trails Assessment

Innisfil's transportation system is made up of a road network, active transportation, and on-demand transit. This trails assessment will address active transportation, as well as align with the Town's future growth, servicing and infrastructure plans, and serve as a guide for the development of future trails. It is based on a 2021 population of 44,360 and a projected population of 84,570 by 2051. The discussion in this section focuses on: multi-use trails, paved shoulder trails, sharrow trails, and secondary trails, as well as dedicated bike lanes and sidewalks.

Active transportation infrastructure encourages the use of self-propelled modes of transportation, such as walking, cycling, jogging, rolling, and skiing. A multi-modal transportation system will encourage healthy and active living, as well as limit impacts to the environment. Building on and improving existing active supportive features, such as signage, benches, picnic areas, rest stops, lighting, and bike racks, will help increase the comfort and security of trip takers of all ages and abilities.

As per the 2016 Trails Master Plan, trails in this Plan are recommended while considering natural heritage features, areas of natural and scientific interest (ANSI), significant wetlands and valley lands, habitat for species at risk, hazard lands, and source water protection areas. This assessment also addresses open space parcels (Town-owned properties) and their potential to further develop the trail network.



Figure 3-1: Trail in Noel Andrade Memorial Park

3.3 Existing Conditions

The Town of Innisfil owns and maintains many sidewalks, trails, on-street bike lanes, sharrows, paved shoulders and multi-use paths. Within Innisfil, roads are owed by either the Ministry of Transportation Ontario (MTO), Simcoe County, the Town of Innisfil, or private.

Prior to 2016

Prior to the 2016 Trails Master Plan, the Town offered nearly 100 km of off-road trails, including the Trans Canada Trail, Innisfil Beach Park trail and a variety of woodlot trails. Off-road trail types include multi-use trails and secondary trails, while on-road trails include paved shoulders, dedicated cycle lanes, sharrows, and sidewalks. Most of Innisfil's off-road trails are located within urban communities. The Town was maintaining 72.6 km of sidewalks at the time of the 2016 Plan within its settlement boundaries and in some rural areas. The majority of sidewalks are located in Alcona, Cookstown, and Stroud. There are limited sidewalks in Lefroy and Gilford. There was only one dedicated cycling lane at the time of the 2016 Trails Master Plan located on both sides of Innisfil Beach Road in Alcona between 20th and 25th Sideroad. Cycling was also accommodated within the right-of way (sharrow) and along road shoulders.

Trails Master Plan, 2016

The 2016 Trails Master Plan recommended an additional 100 km of off-road multi-use and secondary trails, as well as 115 km of paved shoulders, dedicated cycle lanes, sharrows and sidewalks for a total of 217.6 km of more trails. If these recommendations are completed, Innisfil's active transportation network will span approximately 314 km.

- Community
- Existing Park
- Lakeside Park
- Non-Municipal Green Space

Existing Conditions

- Trans Canada Trail
- Sidewalk
- Multi-Use Trail
- Secondary Trail
- Dedicated Cycle Lane
- Trails outside Innisfil

2016 Trail Recommendations

- Sidewalk
- Multi-Use Trail
- Secondary Trail
- Dedicated Cycle Lane
- Paved Shoulder
- Sharrow

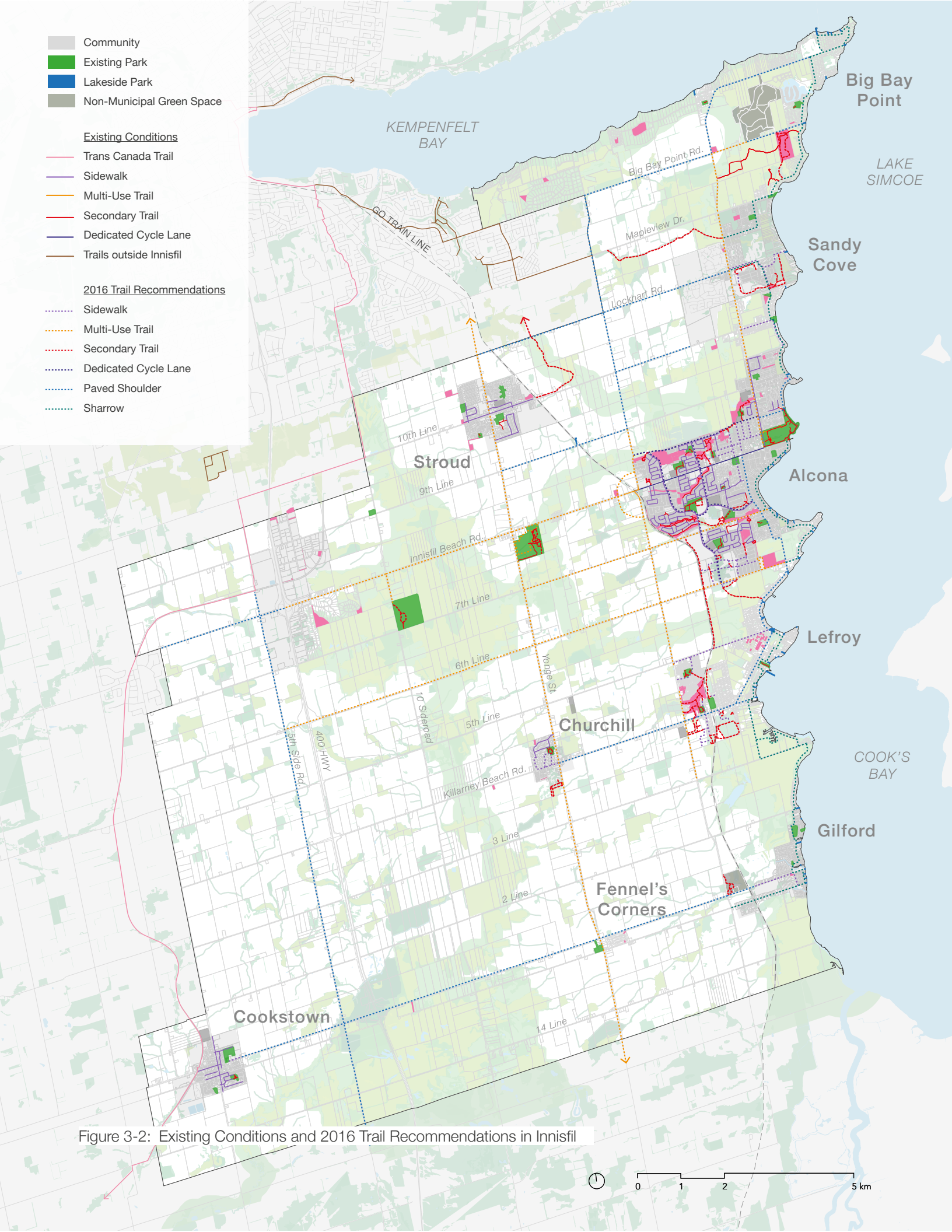
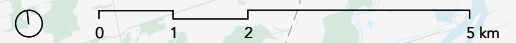


Figure 3-2: Existing Conditions and 2016 Trail Recommendations in Innisfil



3.4 What We Heard

Online Survey

Respondents indicated the following improvements would encourage them to increase their use of trails or begin to use them:

- More/improved trailheads (e.g., parking, trails maps/details, washrooms)
- Information about the trail system as a whole
- More trash receptacles
- Signage and wayfinding along trails
- Amenities along trails (e.g., washrooms, benches, picnic spots, bike repair stations)
- A more connected network

About 50% of respondents agree that volunteers should be more involved in maintaining, operating, and improving parks, beaches, and trails. Over 70% agree the Town should solicit more support from the business sector (e.g., adopt-a-trail, signage sponsorships, etc.). There is a strong desire for the Town to acquire forested woodlands and create more trails, as well as provide amenities to all trails. Improving safety is also important.

Program/Event User Group Survey

Currently, none of the 14 user groups who responded use park or trail spaces to run their programs or events.

Stakeholder Interviews

Interviewees noted the need to find connectivity and routes between forest parcels that are segmented by development and to look for opportunities to expand active transportation routes. More trail links would help to maximize use and attract different user groups to encourage movements between areas and communities. Signage and messaging should work together between the park and trail network, linking the two.

Transportation Master Plan Update Survey

The Transportation Master Plan (TMP) update conducted a survey asking respondents about Innisfil's existing transportation system, which is also relevant to this plan. According to this survey, many Innisfil residents enjoy walking and cycling for recreation and health reasons. About 57% of respondents walk or cycle several times a week, while about 20% walk or cycle once a day. Respondents indicated mobility issues, lack of access to a bicycle, and safety concerns due to lack of infrastructure, as barriers to active transportation. It was noted that paved shoulders are often not suitable for caregivers with strollers due to debris and rocks. The TMP identified following points as the most important issues related to active transportation:

- Unsafe conditions for pedestrians and cyclists
- Road conditions and maintenance
- Developing walkable and accessible neighbourhoods

3.5 Assessment & Recommendations

The Town of Innisfil is growing, and so should its trail network. New trails should be integrated into existing and future parks as well as new neighbourhood developments. This trail network should also link Innisfil's various settlement areas, whenever possible through off-road connections. However, when this is not possible in the foreseeable future, using signage and other on-road demarcations should be considered.

Some of the trails recommended in this Plan will require access to or acquisition of private property for the purpose of trail development. The Land Access Strategy discussed in Section 5.5 covers this idea in relation to waterfront and natural heritage features across the Town.

Building this network of trails will be a long term endeavour. While certain connections may not be possible in the short or medium term, having a long-range outlook to provide trail connections will help ensure that future opportunities are not missed and that there is an overall strategy in place to accommodate future opportunities should they arise. The following text describes recommendations for Innisfil's active transportation network under these topics:

1. General Improvements and Guiding Principles
2. Trail Hierarchy
3. Current Town Developments
4. Community and Regional Connectivity
5. Recommended Local Trails
6. Open Space Parcels
7. Safety at Intersections and Crossings

1. General Improvements and Guiding Principles

Innisfil's active transportation network should be connected and safe. Trails should be expanded and connected to existing Town-owned wherever possible to create a system of multi-use trails, secondary trails, and sidewalks. When off-road trails are not possible, signage and road markings should be provided to promote safety and awareness of the shared road.

Building on the vision of the 2016 Trails Master Plan, the following eight guiding principles were considered when identifying trail recommendations in this assessment. These include:

- Connectivity/linkages to destinations and regional systems
- Safety, visibility and awareness
- Multi-modal options
- Accessibility
- Place-making
- Cost-effectiveness
- Supporting amenities
- Partnership possibilities

- T.1 Whenever possible, integrate new trails into the existing trail network
- T.2 Continue to develop trails based on the recommendations from the 2016 Trails Master Plan
- T.3 Explore opportunities to connect Innisfil's communities with off-road trails and open space areas
- T.4 Pursue opportunities to establish sidewalks in urban areas

Part 3: Trails

Table 3-1: Recommended Trail Hierarchy

Trail Type	Description	Permitted Uses	Amenities	Min. Width (m)	Surface Type
Multi-Use Trail	<ul style="list-style-type: none"> Support a wide range of uses (recreation, utilitarian) Off-road trails used year-round Often located next to roads 	Walking, hiking, cycling, and other non-motorized forms of transportation	Parking, signage, trail head, washrooms, seating, trash receptacles.	1.8 – 3.0	Asphalt, concrete, limestone screening, or other firm and stable surface.
Secondary Trail	<ul style="list-style-type: none"> Short pathways or loops located off-road or within parks Connect to multi-use trails 	Walking, jogging, hiking, and cycling	Signage and seating.	1.8	Asphalt, limestone screening, or other firm and stable surface.
Sidewalks	<ul style="list-style-type: none"> Pedestrian foot paths along well-travelled ROW in settlement areas May connect to other trail types Facilitate social interactions 	Walking, jogging, hiking	Signage, outdoor patios, seating, lighting, trash receptacles	1.5 – 1.8	Concrete
Paved Shoulder	Paved Shoulder - located in rural areas along ROW	Walking, jogging, hiking Recreational and utilitarian cycling	n/a	1.5 - 2.0	Asphalt
Sharrows	Located along local roads that share ROW with vehicular traffic, denoted by pavement parkings and signage, suitable for low-volume roads	Recreational and utilitarian cycling	n/a	1.5 - 2.0	Existing road condition (asphalt)
Dedicated Cycle Lane	Located within ROW, removed from traffic and denoted by pavement markings and signage, suitable for high-volume roads	Recreational and utilitarian cycling	n/a	1.5 – 2.0	Asphalt

2. Trail Hierarchy

Building on the 2016 Trails Master Plan trail hierarchy system, Table 3-1 identifies six types of trail infrastructure:

- Multi-Use and Secondary Trails
- Sidewalks
- Paved Shoulder
- Sharrows
- Dedicated Cycle Lane

The table also indicates recommended surfacing, width, and location. Innisfil should have regard for the recommended Trail Hierarchy in the planning, design, and development of its active transportation network.

Off-Road Trails

Wherever possible, the Town should explore opportunities to provide off-road trails first, before any other type of trail (i.e., paved shoulders, sharrows, dedicated cycling lanes). Three types of off-road trails include multi-use, secondary and sidewalks.

Multi-Use and Secondary Trails

Multi-use trails can provide off-road connections beside rights-of-way, and through natural areas and parks. If a trail is being constructed along a right-of-way, the Town should first determine if a multi-use trail is possible in the space provided. Providing multi-use trails along major rights-of-way should be priority. If this is not possible, paved shoulders should be considered (see below). Multi-use trails provide connections along well-travelled, flatter routes, while secondary trails provide connections along less travelled routes and routes with more difficult terrain and natural cover. Where topography and space are limited off-road, a secondary trail should be considered instead. Multi-use and secondary trails should be a continuous off-road trail network.

Sidewalks

Innisfil should continue to develop sidewalks in its communities, especially those identified in the 2016 Trails Master Plan and this Plan. With the majority of sidewalks located in Alcona, Cookstown, and Stroud, the Town should strive to provide sidewalks in other communities (Sandy Cove, Lefroy, and Gilford). Providing safe pedestrian connections to each existing and future park should be prioritized and where possible provide connections to existing and proposed trails.

On-Road Trails

On-road trails should only be used if off-road trails are not possible at the time of development. In some instances, on-road trails can act as a temporary connection because they are easier to develop. However, should the opportunity present itself to create an off-road trail, such as a road widening project, it should be explored. Types of on-road trails include paved shoulders, sharrows, and dedicated cycle lanes. Innisfil should coordinate with Simcoe County when implementing trails along County roads. All on-road trails should be supported by cycling and share-the-road signage and road markings.

Paved Shoulder

Paved shoulders are within rights-of way, adjacent to the road. Their primary use is to provide trail connections through more rural areas for both cyclists and pedestrians. While it is recommended these trails be 1.5 to 2 metres in width, a minimum width is 1.2 metres. For safety, wherever possible, paved shoulders should also contain a 0.5 metre buffer zone between the road and the trail. Paved shoulders along designated routes should be implemented when reconstructing and widening Town roads. Paved shoulders should be provided in both directions along designated local roads.

Part 3: Trails

Sharrows

Sharrows are roads shared by motor vehicles, cyclists, and pedestrians. They are primarily in quieter, more residential areas where space in the right-of-way is often limited. Signage and road markings will help maintain safety and awareness for all users.

Dedicated Cycle Lanes

There is opportunity within Alcona to provide additional cycle lanes along Webster Boulevard and Jans Boulevard which were recommended in the 2016 Trails Master Plan. These trails would connect to the proposed multi-use trail along 6th Line and with the existing cycle lanes on Innisfil Beach Road. Dedicated cycle lanes work best when there is already a sidewalk available for pedestrian use.

- T.5 Develop trails based on the six trail types in the Trail Hierarchy (Table 3-11)
- T.6 Whenever possible, aim to develop off-road trails first (multi-use and secondary trails), then pursue other trail types

3. Current Town Developments

Town Campus (Civic Campus)

Innisfil's Civic Campus houses a multi-use recreational facility (MURF), which includes the Innisfil Recreational Complex and YMCA (Figure 3-4). It is also home to the Rizzardo Health and Wellness Centre, administrative offices for the Town, InnServices and InnPower, Kempenfelt Bay School, and Innisfil's Rotary Trail. Part of this site's future development will include additional trails and paths, which should link to the overall trail network. The future Royal Victoria Regional Health Centre (RVH) south Campus will be developed

next door with a pedestrian trail/underpass across Yonge Street.

The Orbit

The Orbit is a future community in Innisfil that will surround the future Innisfil GO Station. The development is guided by the Orbit Potential & Innovation Plan (OPIP), which envisions 15-minute neighbourhoods, placemaking, high-quality density, and sustainable communities. The two main components of OPIP are the Orbit Secondary Plan, and the Orbit Master Servicing Plan. These plans are currently under development and should coordinate with this trails assessment to ensure connectivity throughout the project. Additionally, this trails assessment should be adapted in conjunction with OPIP as plans progress.

The future GO Station is to be located at 20th Sideroad and 6th Line. This Plan recommends multi-use trails along both roads, connecting to all areas of Innisfil as well as the proposed Simcoe Trail and Rail Trail.

- T.7 Connect the Civic Campus with the new Royal Victoria Regional Health Centre
- T.8 Connect new trails at the Civic Campus to the greater trail network
- T.9 Construct multi-use trails along 20th Sideroad and 6th Line in coordination with the Orbit development

4. Regional Connectivity

This Plan recommends five large trails to connect communities within Innisfil and beyond. The trails are shown in Figure 3-66 and summarized in Table 3-2. The recommended regional connections include:

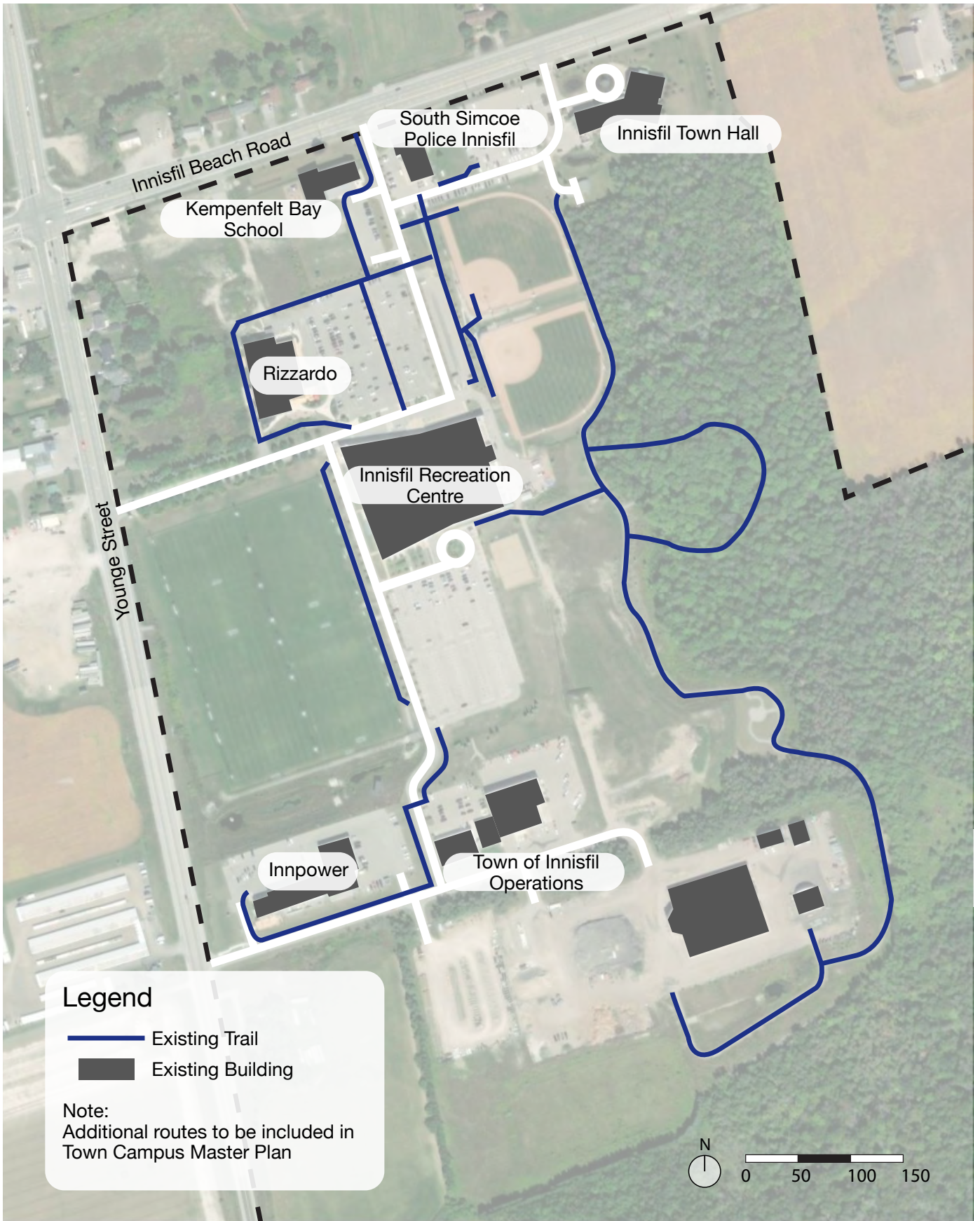


Figure 3-4: Conceptual Pedestrian Routes at the Innisfil Recreational Complex (Civic Campus)

Part 3: Trails



Figure 3-5: Proposed Walking and Cycling Trails from the Orbit Servicing Master Plan

- Alcona to Innisfil Heights Trail
- Rail Trail
- Lakeside Park Trail
- The Simcoe Trail
- Trans Canada Trail Connection

Alcona to Innisfil Heights Trail

Linking the community of Alcona to the Trans Canada Trail (TCT) in Innisfil Heights, this trail is located off-road (Figure 3-66). The multi-use trails are over 11 kilometres long and passes by the Innisfil Recreational Complex (Town Campus), Centennial Park, the future outdoor sport complex, and urban centre of Innisfil Heights, providing important linkages to some of the Town’s major facilities and parks. Connections can be made from this trail to the proposed Rail Trail and Central Trail (both discussed below).

Currently, as part of the Ministry of Transportation’s plan to widen Highway 400 to ten lanes, a bridge is being replaced in Innisfil Heights. It was recommended in the 2016 Trails Master Plan that the Alcona to Innisfil Heights multi-use trail cross the highway at this location, however it is dangerous and unsafe due to high traffic. Alternatively, an active transportation route could be accommodated under the highway to the north, adjacent to the existing rail underpass. This would provide a safe and comfortable way to cross the highway and would connect to the TCT.

Rail Trail

The Town should strive to create a continuous multi-use trail along the side of the rail corridor, which is active (Figure 3-66). The Rail Trail could provide Innisfil with a strong, off-road, north-south connection - acting as a spine from which other trails can connect. The trail connects Stroud, Alcona, Lefroy, and Gilford together, with offshoot trails to Churchill and Sandy Cove. Once completed, the Rail Trail could be used in Innisfil’s

Table 3-2: Regional Trails

Regional Trail	Total Length (km)	Trail Types
Alcona to Innisfil Heights Trail	11.3	Multi-use
Rail Trail	13.6	Multi-use
Lakeside Park Trail	22.5	Multi-use Sharrows Secondary
Simcoe Trail	22.2	Multi-use Sharrows
Trans Canada Trail Connection	1.5	Paved shoulder

portion of the Lake Simcoe Trail, providing trail users with a safe and unique experience.

Town-owned properties already exist along the rail line in Alcona in some locations. It may be easier to secure lands or easements in more rural areas, where there is more space. In some communities, such as Lefroy and Gilford, securing lands for the Rail Trail may be more challenging. The Town should take a phased approach and use clear signage and alternative routes as the continuous trail is being developed over time. Additionally, safety accommodations for pedestrian and cyclists should be thoughtfully considered in close proximity to trains, such as extra property required for fencing or barriers.

Lakeside Park Trail

Efforts should be made to link lakeside parks to the larger trail network. This would be phased over time as road ends get developed. This will provide access to public waterfront spaces and encourage people to visit these spaces. Signage

- Community
- Existing Park
- Lakeside Park
- Undeveloped/Future Park
- Open Space Parcel
- Non-Municipal Green Space

Community Connections

- Alcona to Innisfil Heights
- Lakeside Parks Trail
- Rail Trail

Regional Connections

- Simcoe Trail
- Trans Canada Trail (new connection)
- Trans Canada Trail (existing)

New Trail Recommendations

- Multi-Use Trail
- Secondary Trail
- Dedicated Cycle Lane
- Paved Shoulder
- Sharrow



Figure 3-6: Proposed Regional Trails

and wayfinding will be important for these routes. A map showing a potential route for the Lakeside Park Trail is be found in Figure 3-66. Along the trail, the lakeside parks will act as rest stops and picnic areas with seating, drinking fountains, trash receptacles, bike repair stations and other recreation opportunities and amenities.

The Simcoe Trail

The Simcoe Trail would connect York Region to Simcoe County and other regions/cities & municipalities bordering Lake Simcoe. The trail would serve commuters, recreational pedestrians, and cyclists. A potential route for this trail can be found in Figure 3-66. The Simcoe Trail could improve tourism, and as a cycle route, the trail would strengthen Innisfil's position as a cycle destination. The trail would consist of multi-use trails wherever possible, otherwise paved shoulders should be used. Signage and wayfinding are important for navigating the Simcoe Trail and identifying connections to nearby communities and green spaces. Coordination should occur with York Region, Simcoe County, and local municipalities.

Trans Canada Trail Connection

Between Cookstown and Thornton, the Trans Canada Trail (TCT) follows the line of a railway track that travels through green pasture and forests. This portion of the trail is off-road. Within Innisfil, there is a parking lot and trail head on 5th Sideroad, north of Innisfil Beach Road. Southwest of Innisfil the TCT goes on to connect with New Tecumseth. In the north, the TCT travels through Barrie. There is a small section of the TCT along 5th Sideroad that is on-road. The Town should provide a paved shoulder connecting to the Barrie section of the trail. See Table 3-3 for more information.

- T.10 Construct a multi-use trail between Alcona and Innisfil Heights, with a connection to the Trans Canada Trail
- T.11 Explore the possibility of a Rail Trail, a continuous, multi-use trail route along the rail line between Stroud and Gilford
- T.12 Create a Lakeside Park Trail, connecting lakeside parks through a network of sharrows and other trail types
- T.13 Construct Innisfil's portion of the Simcoe Trail, connecting to Barrie and York Region; if possible use the proposed Rail Trail
- T.14 Update the section of the Trans Canada Trail along 5th Sideroad into a paved shoulder trail

5. Recommended Local Trails

This Plan recommends over 96 kilometres of new trails across the Town, comprised of 58 separate segments. In more urban communities, new recommended trails are primarily secondary trails, sidewalks, and dedicated cycle lanes. Regional connections are predominantly made up of paved shoulders and multi-use trails. Since the majority of the new trails recommendations are community and regional connections, it reasons that the majority of new trails are multi-use and paved shoulders (Table 3-33). Sharrows and secondary trails are the second most common types for new trails proposed.

All new trails are in addition to the trails recommended in the 2016 Trails Master Plan. The only adjustment to the 2016 plan is trail t7 on Big Bay Point Road, where a multi-use trail is recommended instead of a dedicated cycle lane.

All trail recommendations and their trail types are displayed in the Figure 3-7, including recommendations from the 2016 plan. For detailed trail mapping, as well as additional information of proposed trails, see Appendix 4.

- Community
- Existing Park
- Lakeside Park
- Undeveloped/Future Park
- Open Space Parcels
- Non-Municipal Green Space

Existing Conditions

- Trans Canada Trail
- Sidewalk
- Multi-Use Trail
- Secondary Trail
- Dedicated Cycle Lane
- Trails outside Innisfil

2016 Trail Recommendations

- Sidewalk
- Multi-Use Trail
- Secondary Trail
- Dedicated Cycle Lane
- Paved Shoulder
- Sharrow

New Trail Recommendations

- Sidewalk
- Multi-Use Trail
- Secondary Trail
- Dedicated Cycle Lane
- Paved Shoulder
- Sharrow

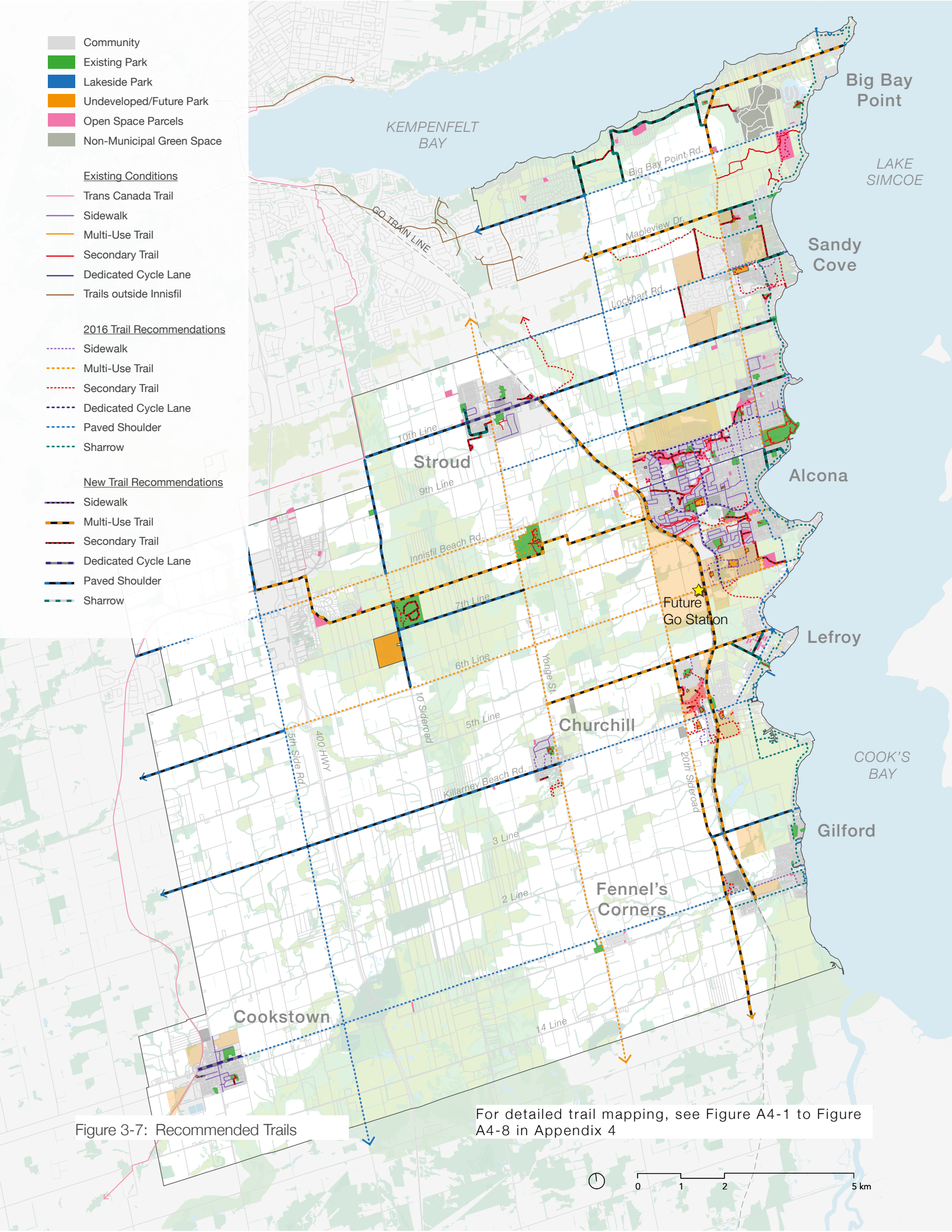
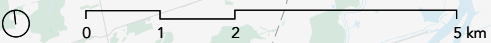


Figure 3-7: Recommended Trails

For detailed trail mapping, see Figure A4-1 to Figure A4-8 in Appendix 4



6. Open Space Parcels

Based on a list of Town-owned properties provided by the Town, this Plan explores 43 open space parcels that may support additional trails and parks in Innisfil. Five of these parcels are discussed Table 2-32 on page 155 because they are recommended for park development by this Plan. The rest of the open space parcels are discussed in this section for the provision of new trails in the timeline of this Plan and beyond. A summary of all open space parcels can be found in Table A4-2 on page 531.

Trail Development on Open Spaces

This Plan recommends trails be developed on many of the open space parcels, as displayed in Table A4-2 on page 531, within the timeline of this Plan. The majority of these trails are secondary trails providing neighbourhood connectivity. The parcels best suited for trails have limited forest cover and no stormwater features, therefore trails can be developed easily.

There are several reasons a parcel may not be recommended for trail development in the timeline of this Plan, such as an existing stormwater or infrastructure feature, dense forest cover, or its distance from residential areas. In some instances, stormwater features and municipal infrastructure elements are compatible with trails while in others there needs to be separation to minimize risk. Innisfil currently has trails near stormwater elements and should continue to use a similar approach when developing new similar trails.

Additionally, many Town-owned parcels are heavily forested, providing ecological value to the area in the form of habitat, groundwater recharge, and natural beauty. Creating trails on these forested parcels is not recommended unless the connection is critical to completing the trail network and the impact on natural features can be mitigated.

Lastly, some parcels are located far from existing residential areas and future development. These parcels have the potential to provide future parks and trail connections however, the development of these parcels within the 30-year time-line of this Plan is not a priority as it would not provide significant benefit at this time.

- T.15 Develop the 58 new trails in the timeline of this plan
- T.16 Designate open space parcels as conservation parks for future parks and trail connections

7. Safety at Intersections and Crossings

Hazardous Intersections

The 2023 Transportation Master Plan (TMP) identifies intersections within Innisfil where public safety is of concern. Signage, road marking, and phased traffic lights could help improve safety for trail users. Below is a list of three intersections of concern that are in close proximity to existing/proposed trails:

- Innisfil Beach Road and 20th Sideroad
- Innisfil Beach Rd and St. Johns Road
- Yonge St at Innisfil Beach Rd (potential improvements were identified based on historical data, the intersection has been improved since 2019, the traffic operation and safety of this location should continue to be monitored)

Note that further changes are anticipated at Yonge St at Innisfil Beach Rd over the development of the hospital property, the Town Campus, etc. The TMP recommends a tunnel (or other grade-separated pedestrian crossing) under Yonge St.

Part 3: Trails

Crossing Highway 400

Highway 400 is a significant barrier to trail users with two potential active transportation connections highlighted in the TMP. A multi-use trail is proposed along 6th Line that is meant to cross Highway 400. According to the current design, bike lanes will be provided along the new bridge. This will provide an important active transportation connection. Elements such as line painting and share the road signage along the bike lanes will help improve user safety.

- T.17 Explore safety measures at dangerous intersections to ensure the well-being of trail users
- T.18 Coordinate with Simcoe County, the public, and relevant groups in the location, design, and development of safe pedestrian crossings at key locations
- T.19 Explore a separated crossing using the rail underpass in Innisfil Heights

Table 3-3: New Trail Recommendations by Type

Trail Type	Length (km)
Secondary	14.0
Multi-use	40.9
Paved shoulder	26.7
Dedicated cycle	2.9
Sidewalk	0.4
Sharrow	12.0
Total	96.8