

Town of Innisfil



Transportation Master Plan (TMP)

**Council Presentation
April 10, 2013**

HDR

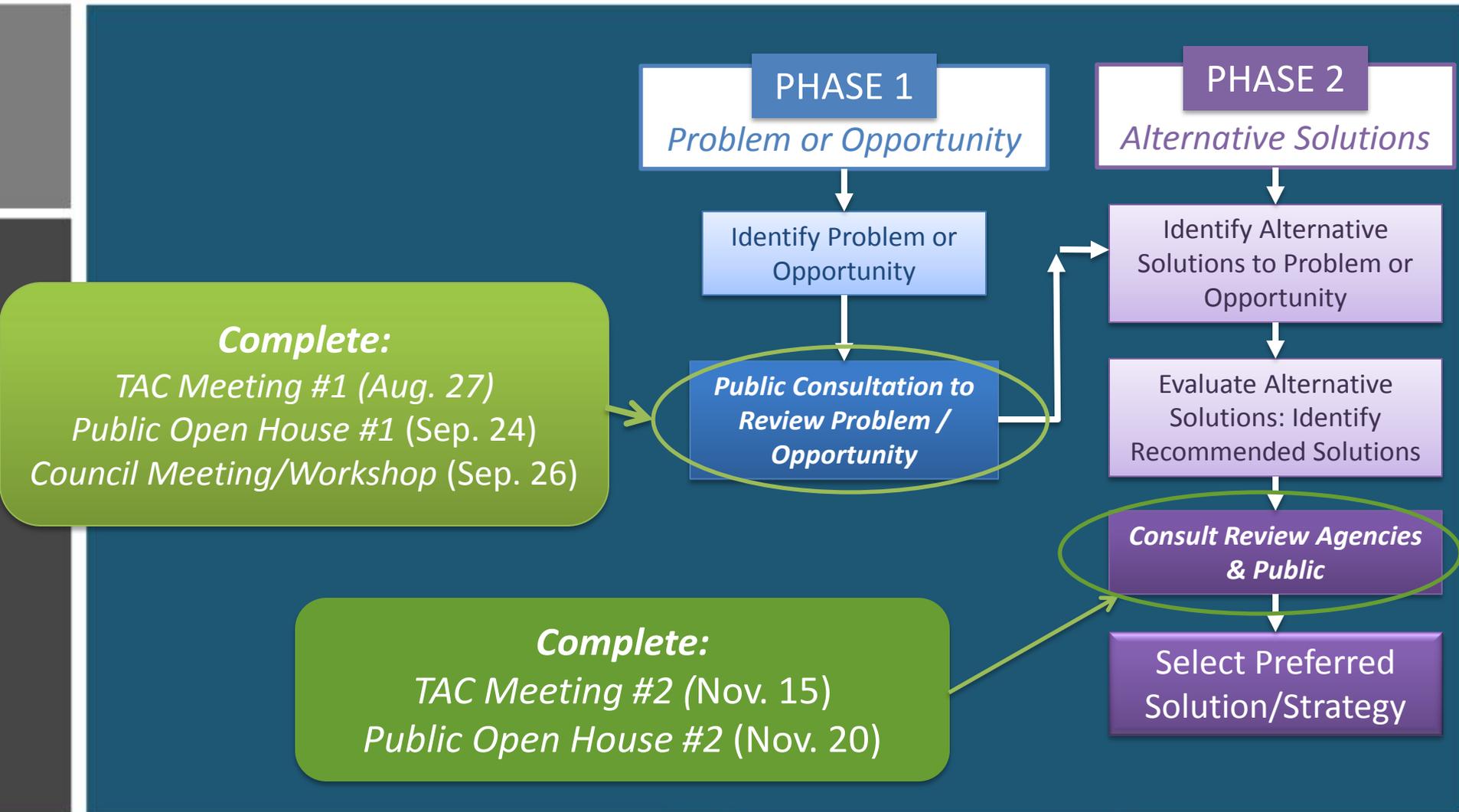
Agenda

- What is a TMP?
- How did we get here?
- Recommended Transportation Plan
- Question and Answer Format
- Next Steps

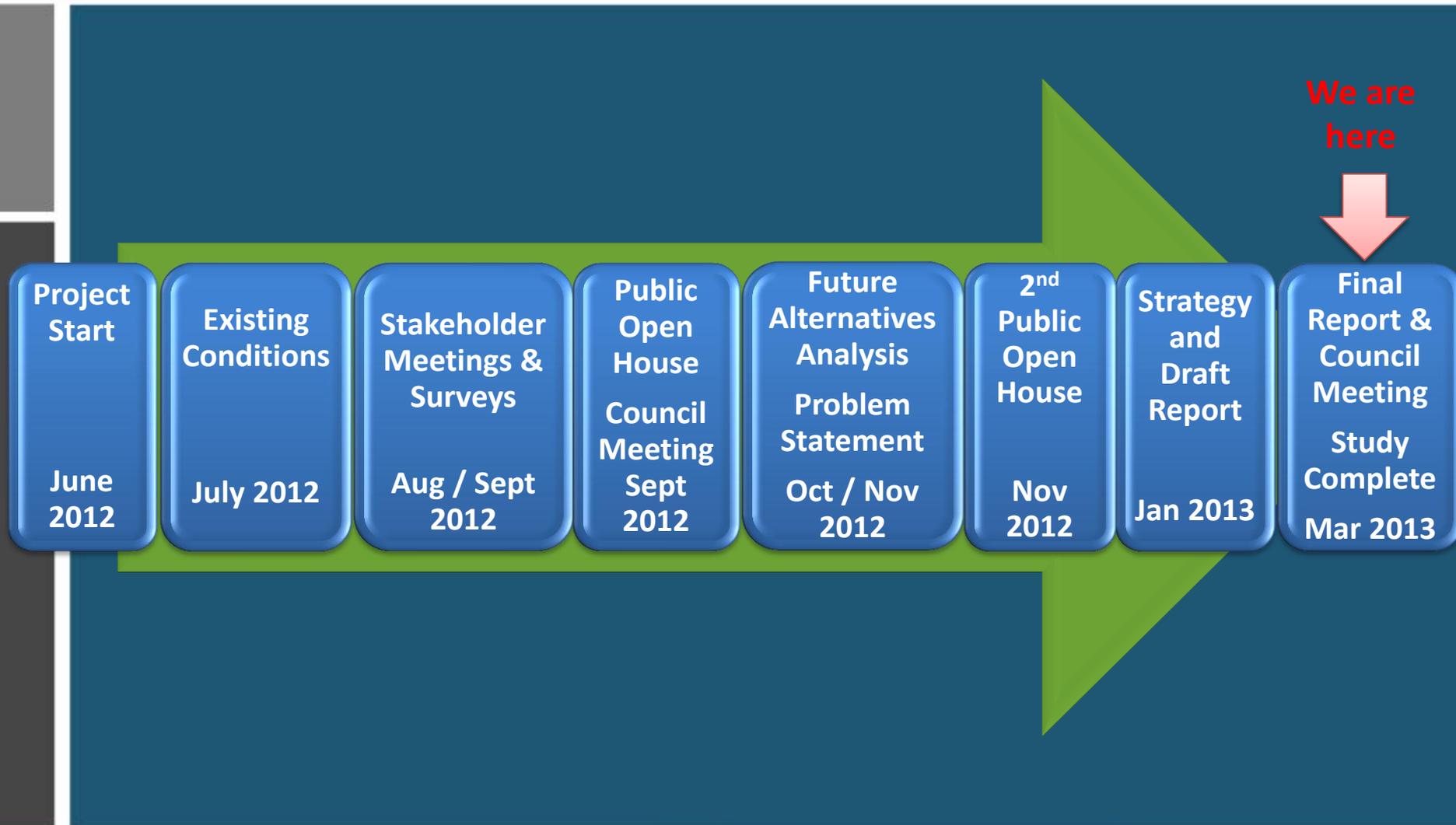
What is a TMP?

- Long term, town-wide strategic network plan
 - Avoids piecemeal planning
 - Cannot solve every local issue but provides framework and guidance
- 20-30 years
- Multi-modal
- Input to the Official Plan
- Input to local policies
- Follows the EA Process (Phase 1 and 2)

Where are we in the TMP process?



TMP Study Progress



Findings of the Innisfil TMP

- Current Issues and Trends
- Future Outlook
- A Transportation Vision for the Town
- Alternative Planning Strategies
- Recommended Transportation Strategy
 - Active Transportation Implementation
 - Transit Opportunities
 - Road Network Improvements
- Traffic Policies
- Financial Planning and Input to DC

CURRENT ISSUES AND TRENDS

What we heard from the Public

1. Big Bay Point and Sandy Cove will need transit services since many of the residents are elderly and taxi service would be cost prohibitive to get around. Barrie is a key destination.
2. Large interest in trail connections (to recreation centre) and reviving the trails committee (including snowmobile trails).
3. Taxpayers don't want to pay for services that are underutilized.
4. Residents want GO station in Innisfil to improve transit to Newmarket and further south
5. Can we build on existing private taxi service to create first step towards a local transit service?

What we heard from the TMP Survey

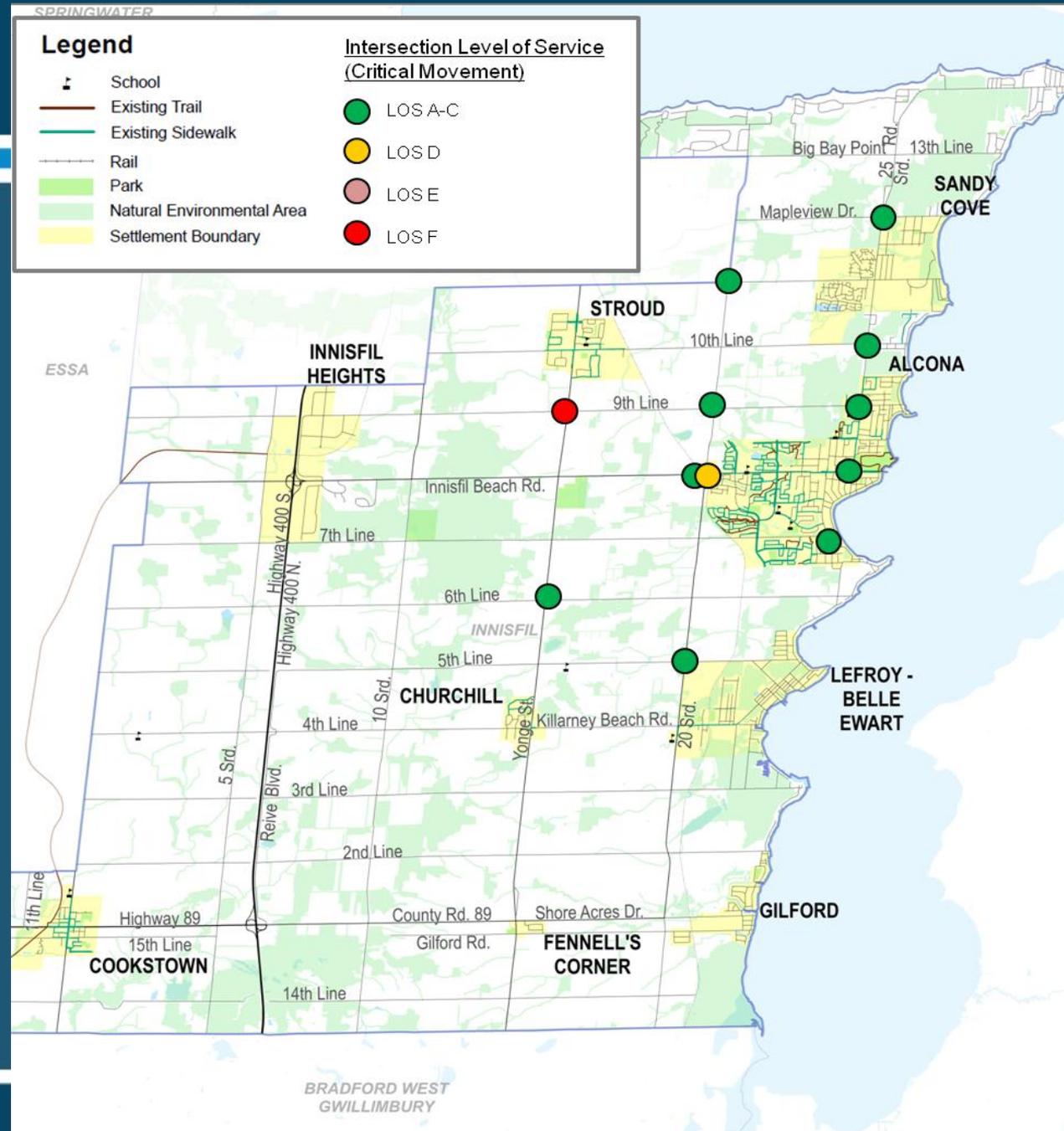
1. Majority of respondents want GO transit and local transit.
2. Respondents recognize the potential cost burden on town and residents
3. Respondents recognize need to improve safety and mobility for children, students, elderly and those without vehicles.
4. Key destinations:
 - a) Barrie
 - b) YMCA / Recreation Centre
 - c) Connecting to GO bus along Yonge
 - d) Downtown Alcona, Innisfil Beach Park
 - e) New GO Station
5. Transit need is also tied to lack of sidewalks/trails and road congestion on County and Town roads

What we heard from Council

1. Ensure understanding of existing issues / deficiencies are up to date
2. Are there any Simcoe or MTO improvements that are planned in 2013 that will address deficiencies.
3. Review active transportation corridor proposed on Innisfil Beach Road / County Road 21
4. Examine Innisfil Beach Road / County Road 21 and 20th Sideroad intersection and potential realignment to address existing at grade rail crossing and jogged intersection
5. Review Barrie TMP and incorporate connections between Innisfil and Barrie across the boundaries

Intersection Operations

- Selected intersections only
- Delay issues noted at:
 - Yonge-9th Line
 - 20th Sideroad and IBR



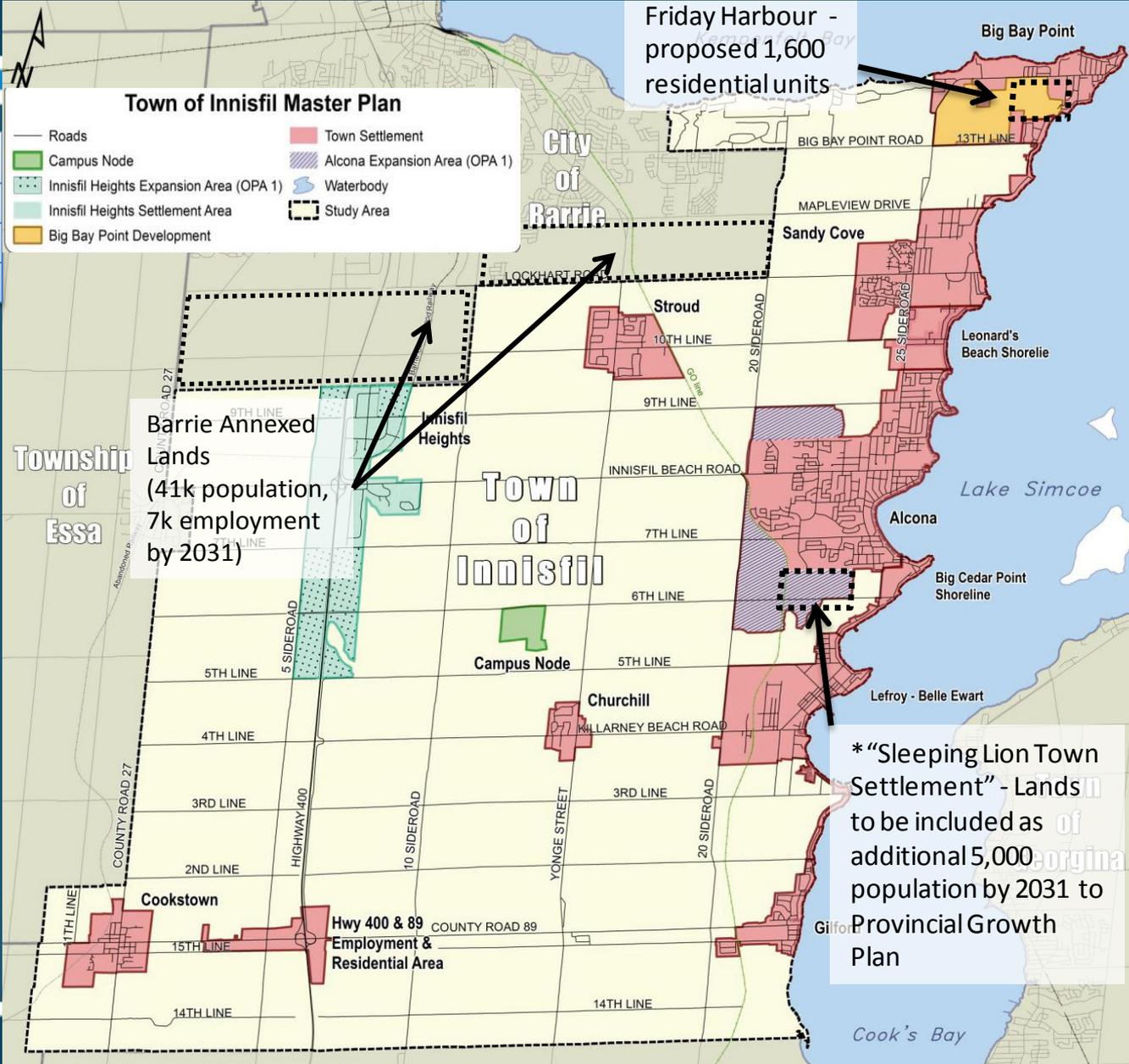
FUTURE OUTLOOK

Population and Employment Growth

Source	Population	Employment
2006	31,752	5,700
2021*	56,600	8,400
2031*	65,400	13,100

*Includes Friday Harbour residential units and Sleeping Lion Development by 2021

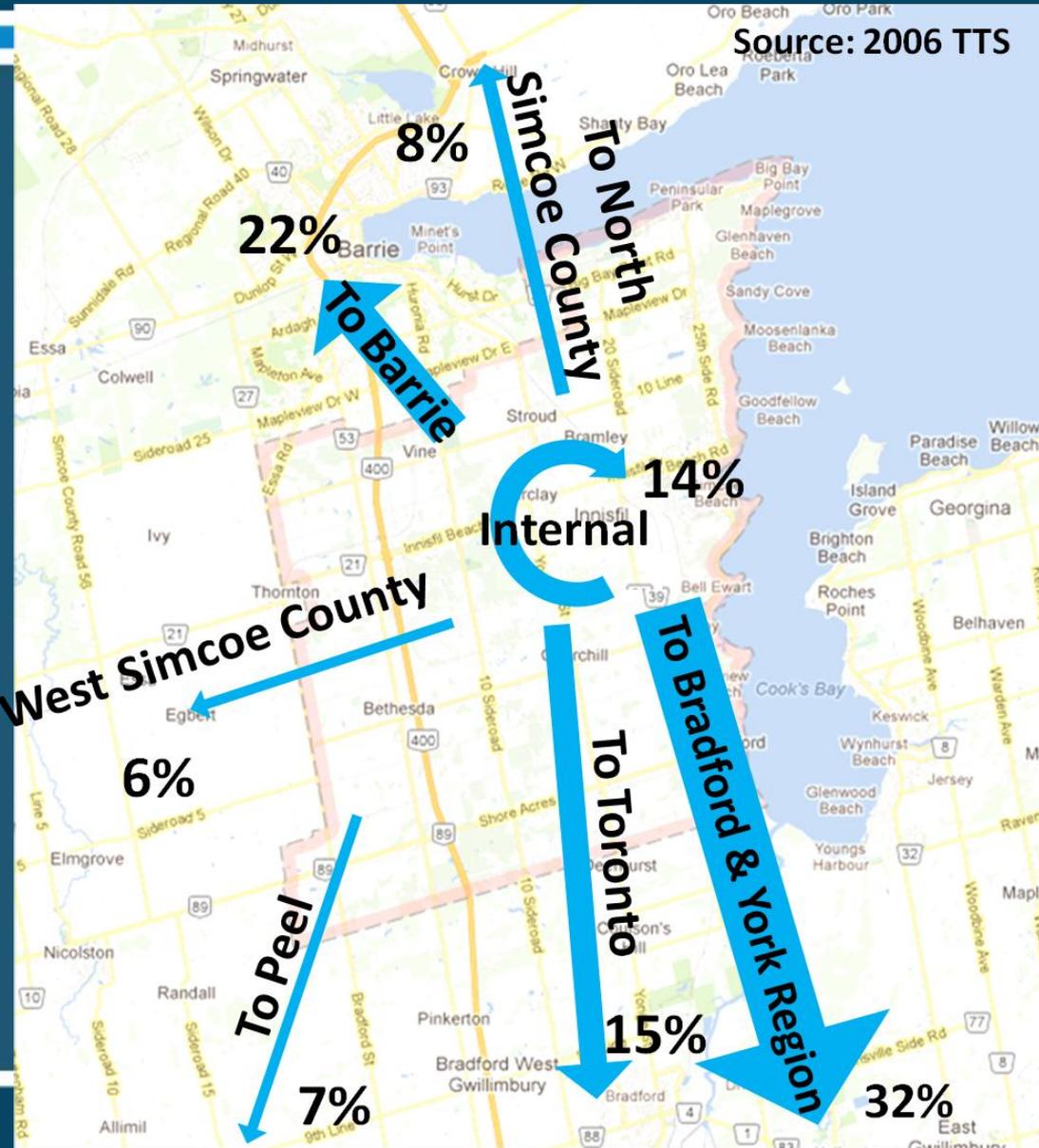
- Significant growth anticipated by 2021 and 2031
- Significant development planned in the Barrie Annexed Lands



*"Sleeping Lion Town Settlement" - Lands to be included as of original population by 2031 to Provincial Growth Plan

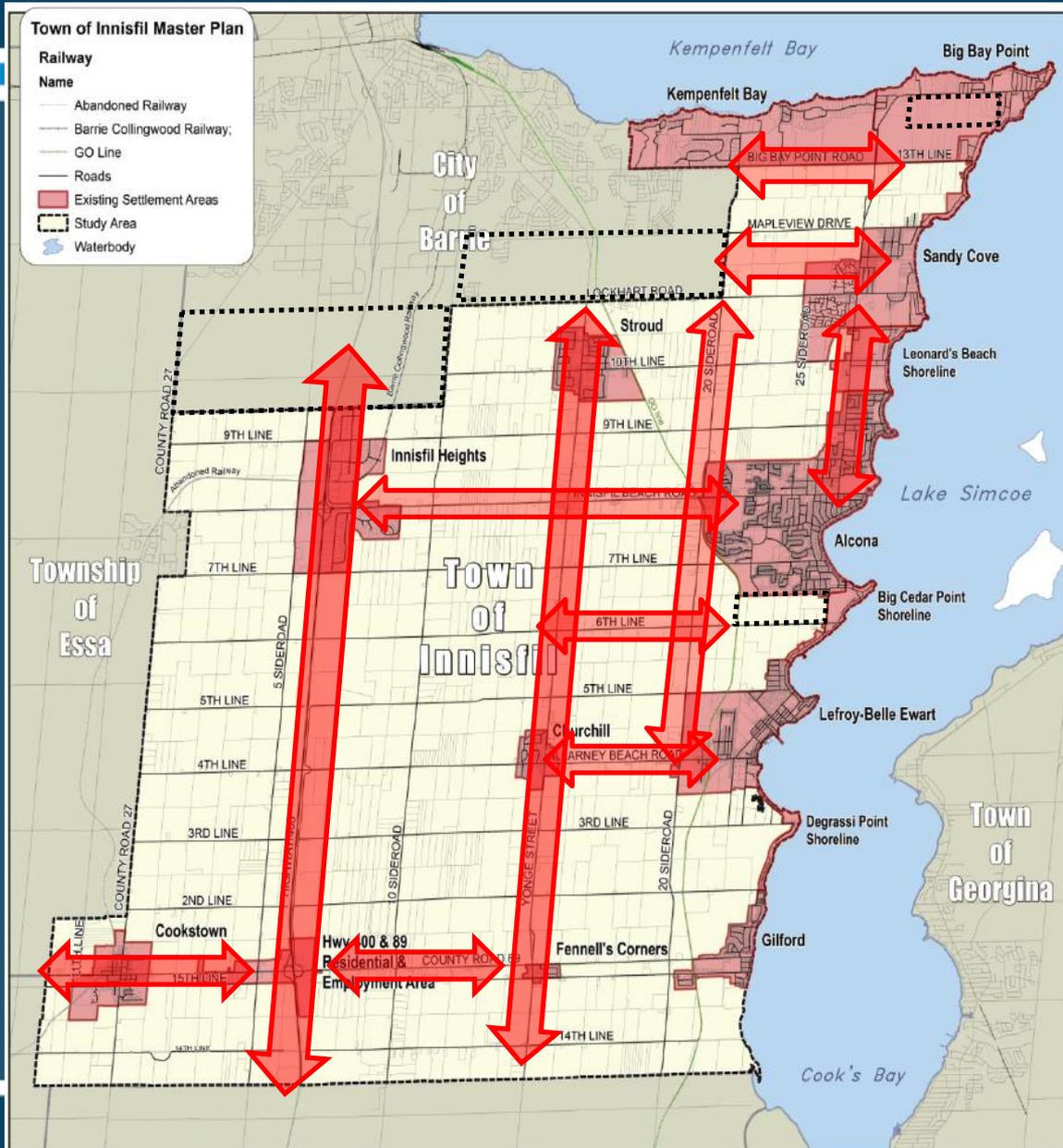
2006 Commuter Travel Patterns Outbound (AM Peak Hr)

- 6,200 AM peak trips begin in Innisfil
- Only 14% remain within Innisfil
- Majority (54%) travel south to Peel, Bradford, York and Toronto



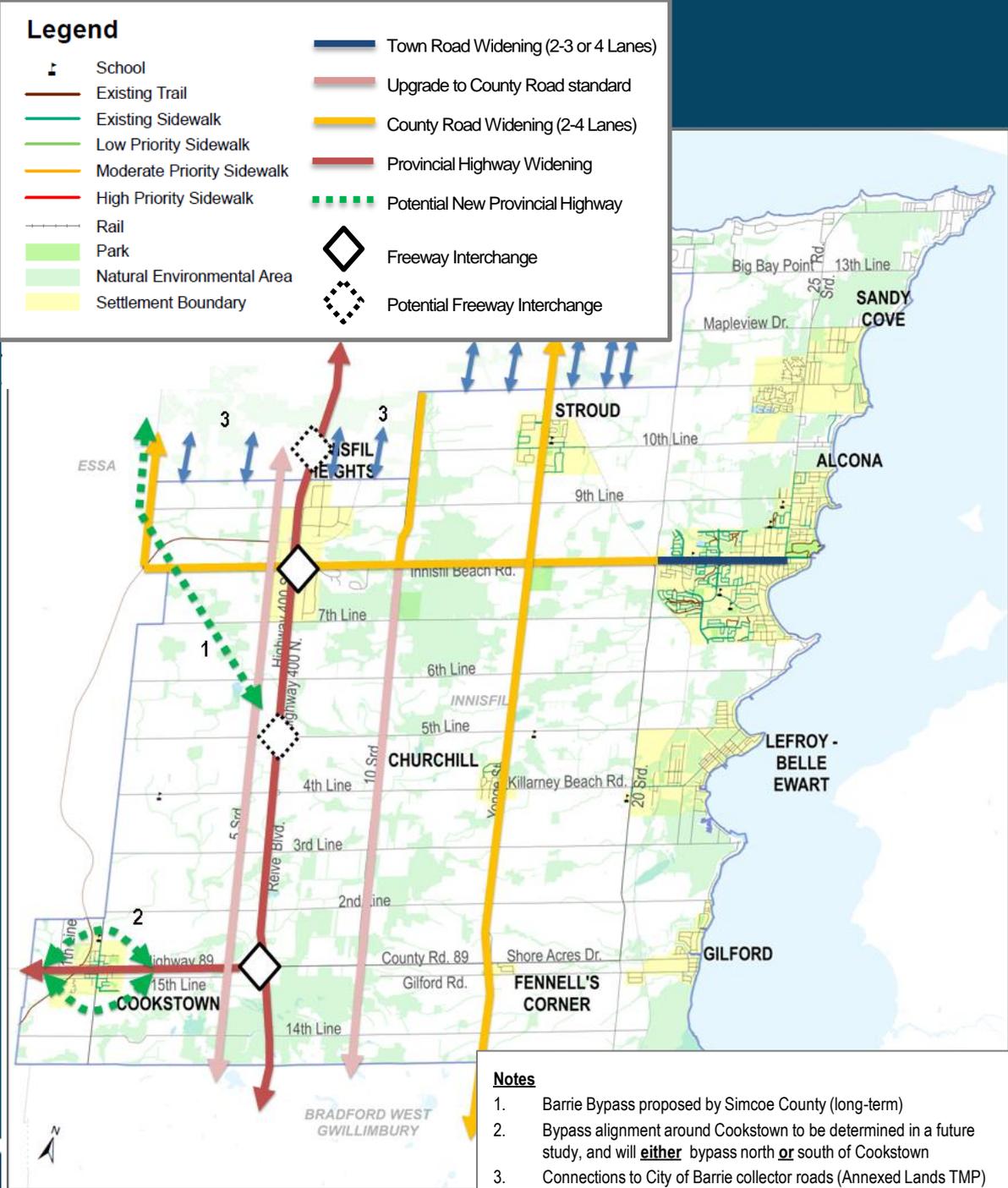
How will Growth will Impact Traffic?

- **Added pressure** to north-south traffic in particular
- Impact of key development areas and Barrie Annexed Lands



Planned Roads by 2031

- Planned provincial improvements
 - Bradford Bypass
 - Barrie Bypass?
 - Cookstown Bypass
- Simcoe TMP
 - 4 lanes on Yonge, Innisfil Beach Road
 - Transfer of 5th Sideroad and 10th Sideroad to County
 - Planned City of Barrie collector roads in the Annexed Lands



Planned Transit and Active Transportation Network by 2031

- Alcona/Lefroy GO Transit Station at Belle Aire Beach Road
- New inter-municipal bus service
- Improved GO service
- Active Transportation linkages with Barrie, Bradford plans



Future Network Capacity Deficiencies

- Incorporates currently planned improvements
- Significant east-west local traffic issues connecting to 20th Sideroad



VISION AND ALTERNATIVE PLANNING STRATEGIES

Innisfil's Transportation Vision

Innisfil's transportation network

- *connects people and communities,*
- *fosters healthy living*
- *operates efficiently across the Town*
- *environmentally and financially sustainable*

Alternative Planning Strategies

Four planning alternatives were identified:

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

Alternative 1 – Do Nothing

- No improvements



Alternative 2 – Business as Usual

- Road improvements to address congestion issues

Legend

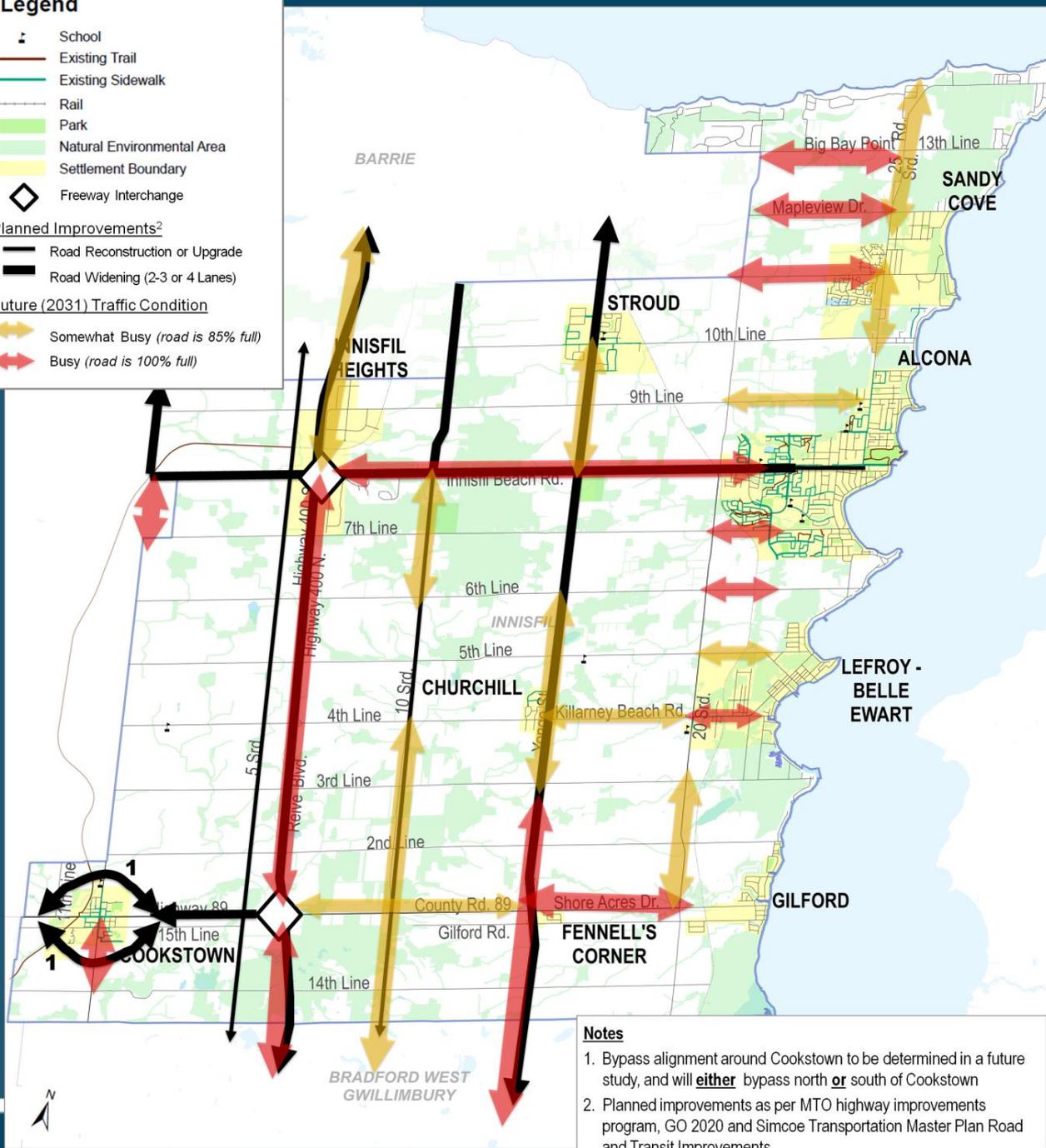
- School
- Existing Trail
- Existing Sidewalk
- Rail
- Park
- Natural Environmental Area
- Settlement Boundary
- Freeway Interchange

Planned Improvements²

- Road Reconstruction or Upgrade
- Road Widening (2-3 or 4 Lanes)

Future (2031) Traffic Condition

- Somewhat Busy (road is 85% full)
- Busy (road is 100% full)



Notes

1. Bypass alignment around Cookstown to be determined in a future study, and will **either** bypass north **or** south of Cookstown
2. Planned improvements as per MTO highway improvements program, GO 2020 and Simcoe Transportation Master Plan Road and Transit Improvements

Alternative 3 – Balanced Approach

- Road improvements as per Alternative 2
- Investments in Active Transportation to connect communities and move towards a multi-modal system



Alternative 4 – Aggressive Approach

- Includes all Alternative 3 improvements PLUS local transit corridors

Legend

	School		New Road or Reconstruction
	Existing Trail		County Road Improvement
	Existing Sidewalk		Road Urbanization
	Rail		Potential Freeway Interchange
	Park		New Traffic Signals
	Natural Environmental Area		Planned GO Station
	Settlement Boundary		Potential Local Transit Corridor
	Freeway Interchange		Future (2031) Traffic Condition
	Existing GO Station or Bus Stop		Somewhat Busy (road is 85% full)
	GO Bus Route		Busy (road is 100% full)
	GO Rail		
	Planned Improvements ²		
	Road Reconstruction or Upgrade		
	Road Widening (2-3 or 4 Lanes)		



- Notes**
1. Bypass alignment around Cookstown to be determined in a future study, and will **either** bypass north **or** south of Cookstown
 2. Planned improvements as per MTO highway improvements program, GO 2020 and Simcoe Transportation Master Plan Road and Transit Improvements
 3. Location of potential Highway 400 Interchange is depicted along 5th Line, but a 6th Line interchange and corresponding road improvements should also be considered
 4. Includes planned active transportation corridors from Alternative 3 (not depicted)

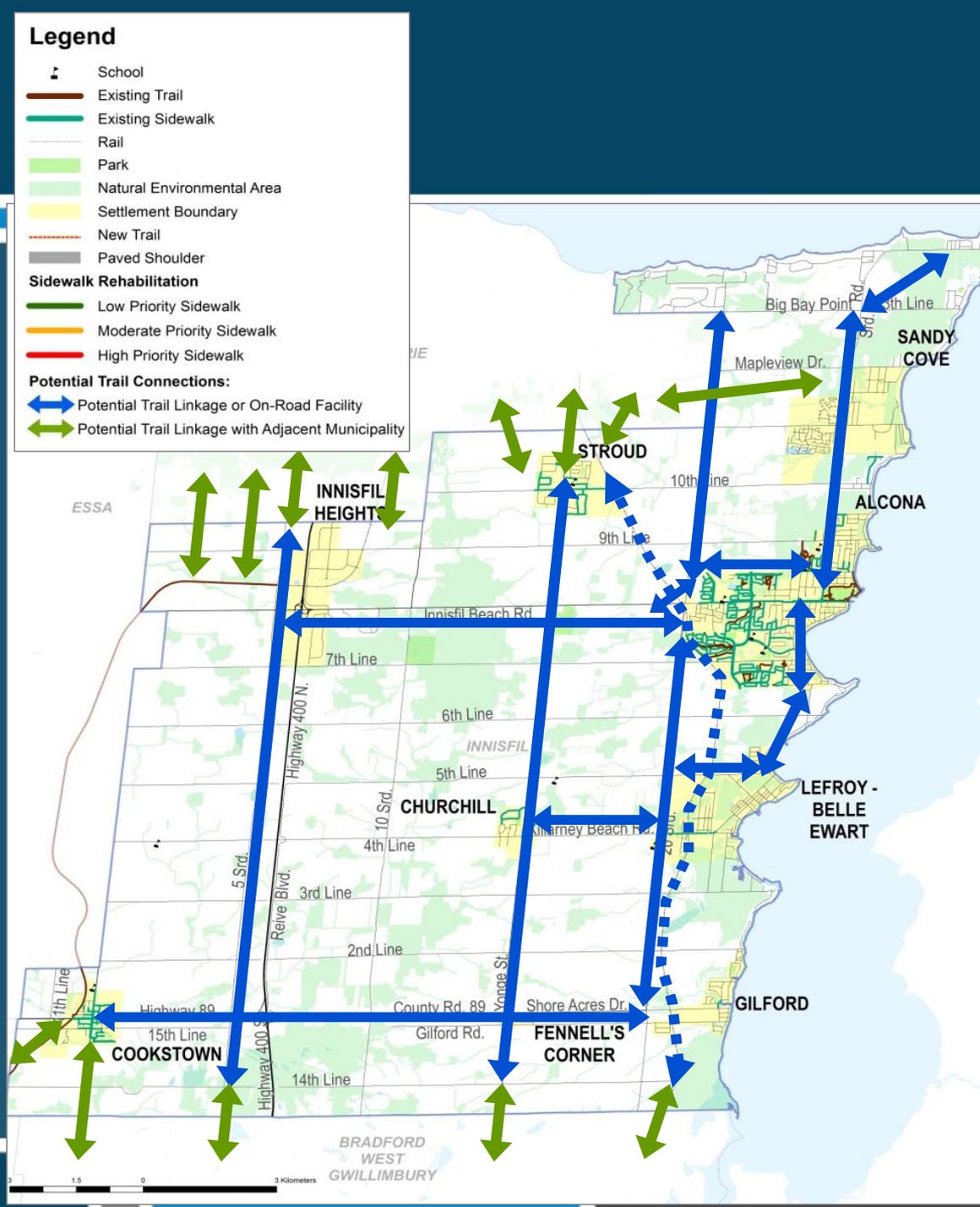
Evaluation Summary

Criterion	Alternative 1: Do Nothing	Alternative 2: Business As Usual	Alternative 3: Balanced Approach	Alternative 4: Aggressive Approach
Transportation Service				
Natural Environment				
Policy Environment				
Socio-Economic Environment				
Financial Implications				
Preliminary Findings:	Screened Out	Screened Out	Carried Forward	Carried Forward
Legend:	Does Not Meet Criterion Meets Criterion			

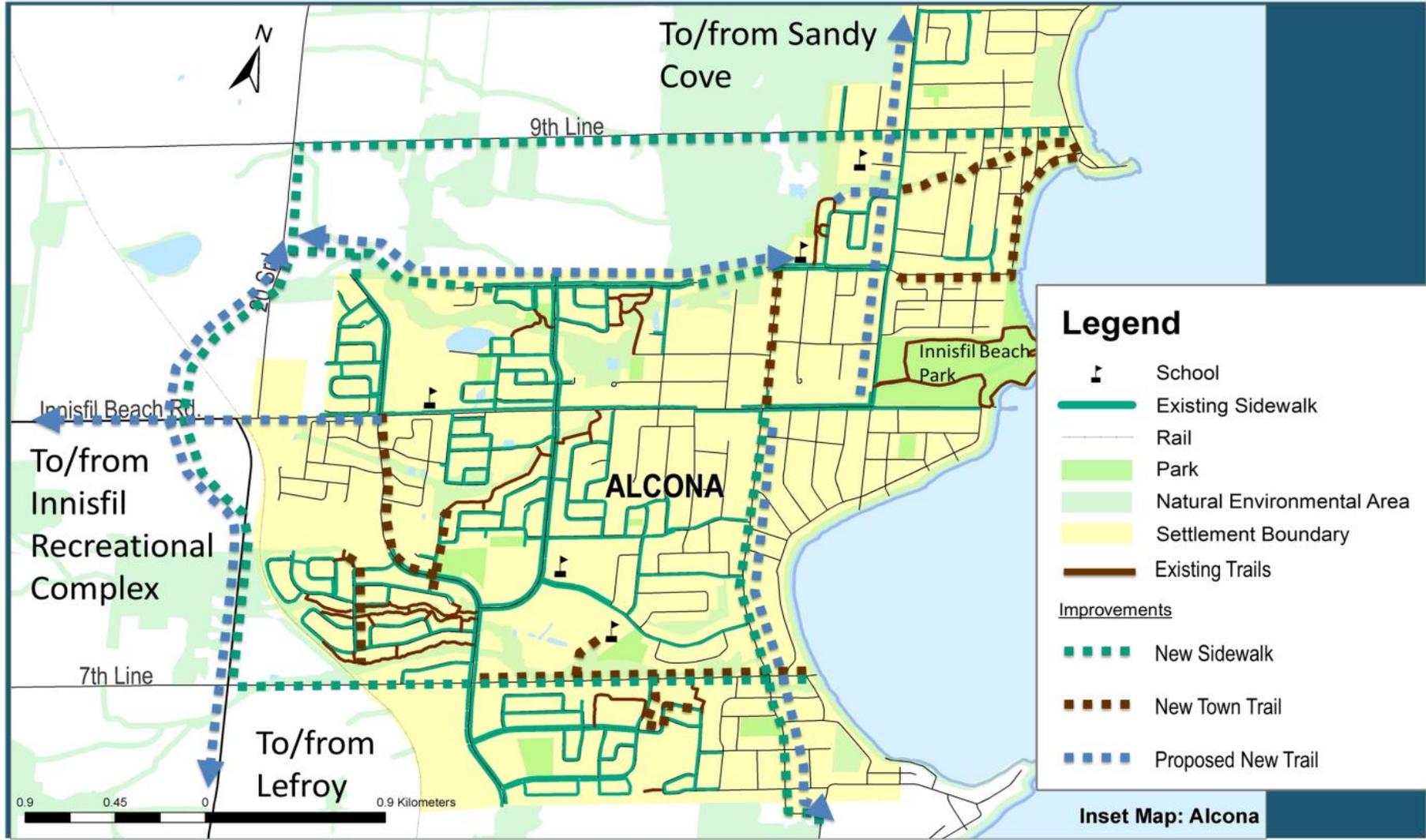
RECOMMENDED TRANSPORTATION STRATEGY

Active Transportation

- Interim measures (paved shoulders)
- Multi-use trails
- Expand network through development applications and planned capital works projects
- Connect communities

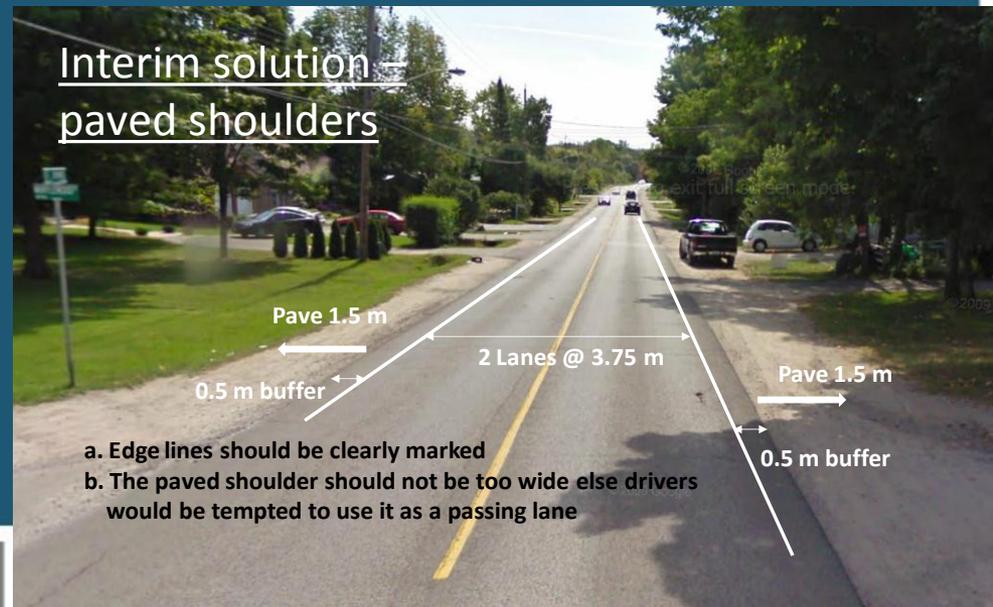


Alcona Active Transportation Network



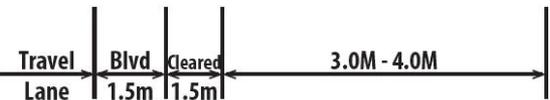
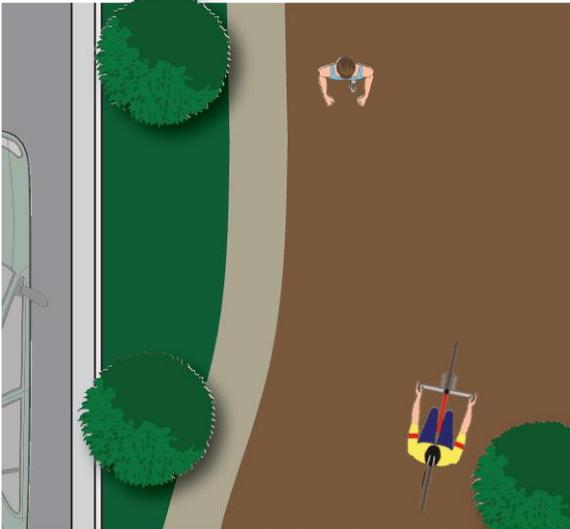
Staging Active Transportation Improvements?

- Multi-use trails and on road bike lanes are long term improvements
- Interim – pave 1.5m of the shoulders
- Note too wide to discourage parking or passing

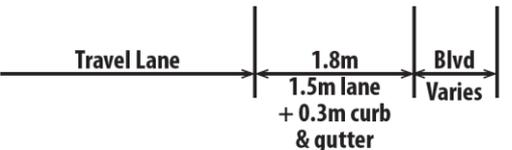
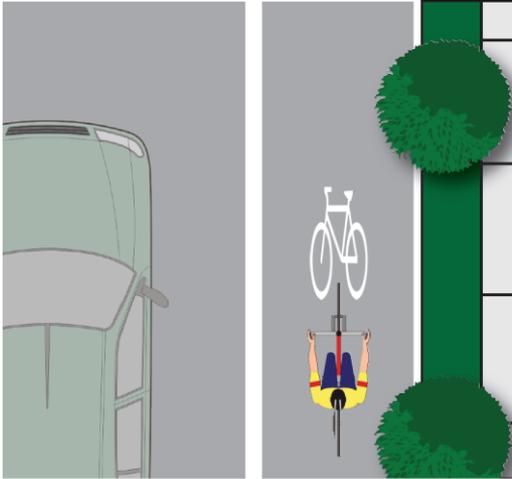


Cross-section Requirements

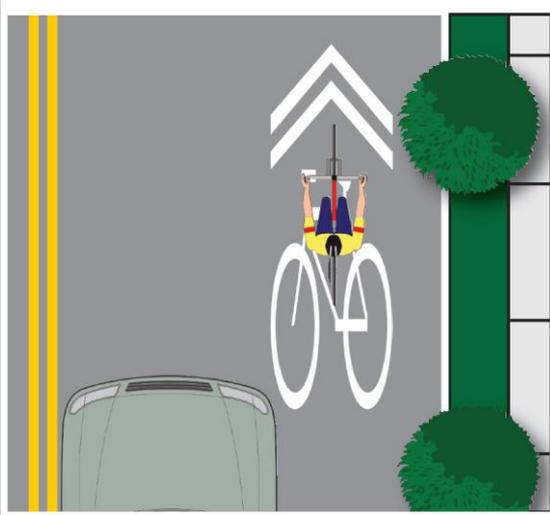
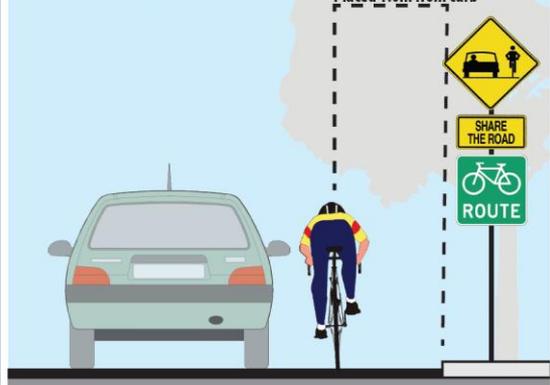
Designated boulevard bike facility (multi-use path)



Segregated bike facility (conventional bike lane)



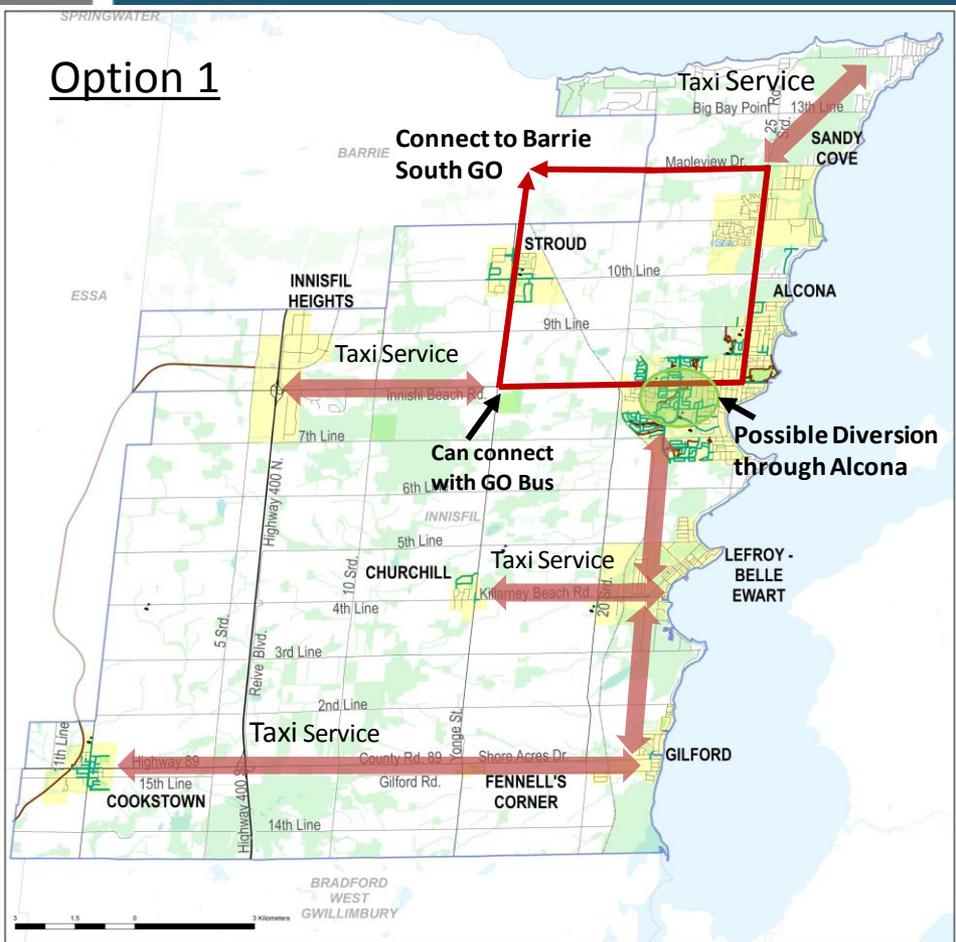
Shared bike facility (shared lane or "sharrow")



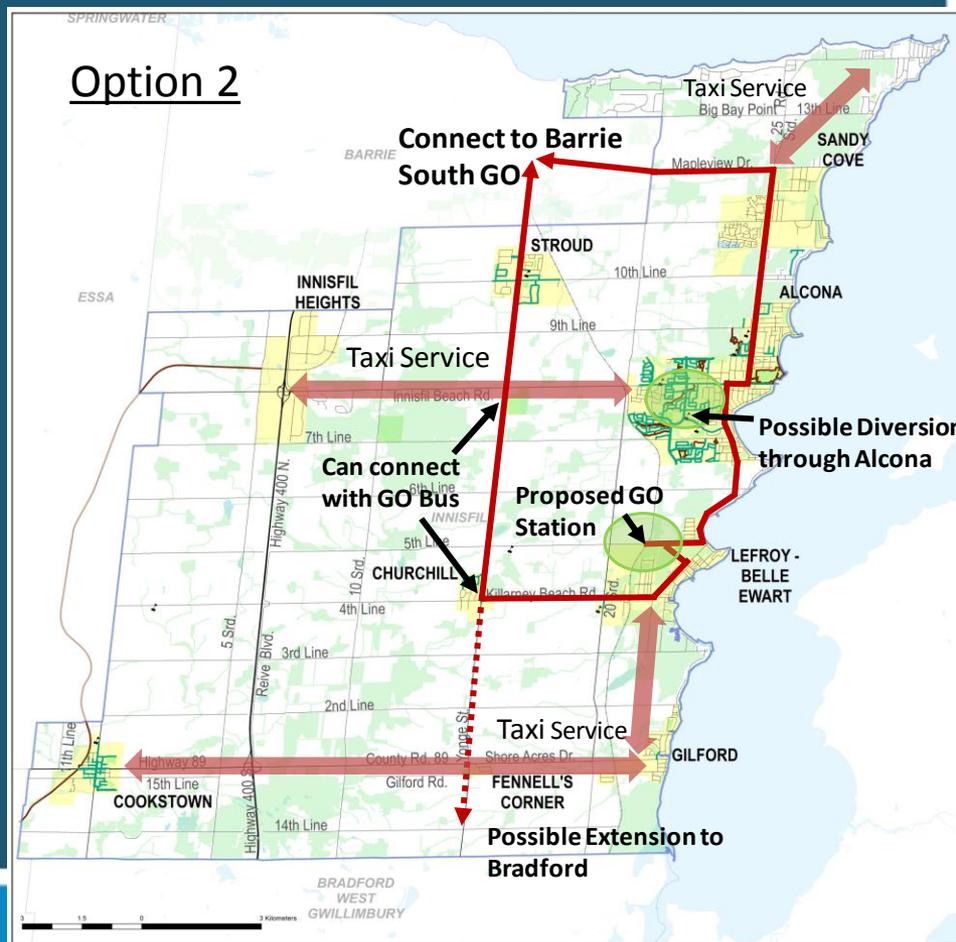
Potential Transit Opportunities

- For consideration in a separate Transit Strategy or Transit Master Plan study for the Town

Option 1

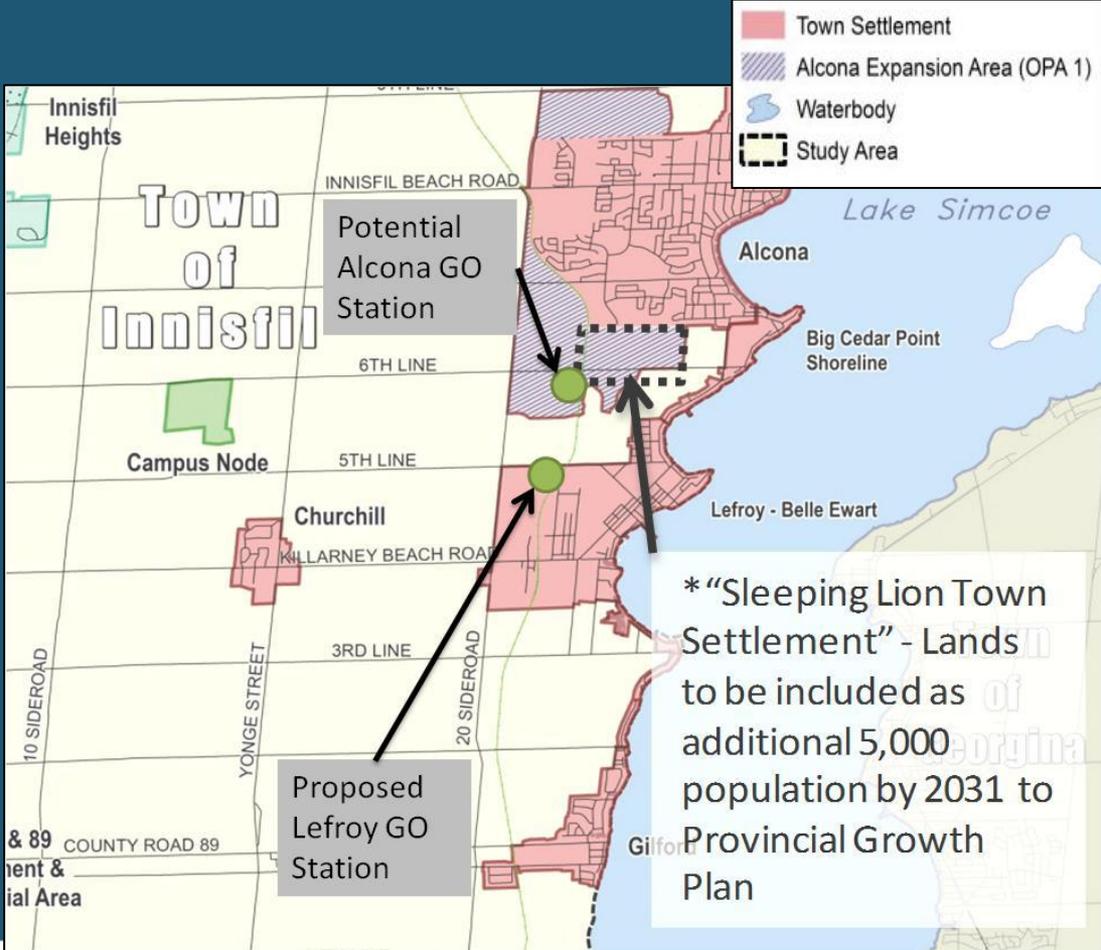


Option 2



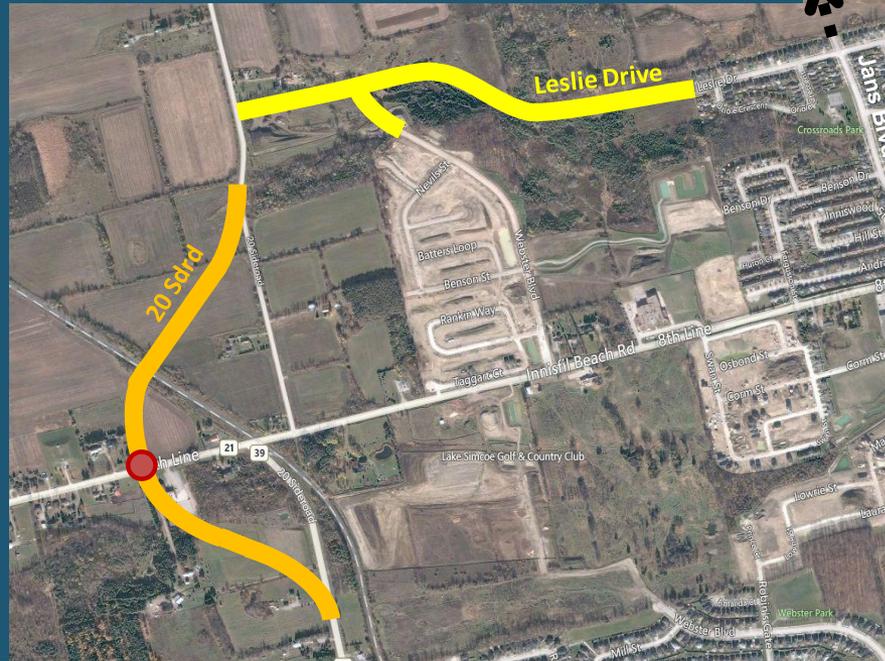
Proposed GO Station Location

- Alcona (6th Line) vs. Lefroy (5th Line)
- Alcona preferred based on transportation choices and proximity to population growth, opportunity for intensification
- Lefroy preferred based on current plans and approvals
- TMP recommends supporting the Alcona location at 6th Line



Leslie Drive Extension and 20th Sideroad Realignment

- Leslie Drive recommended between Willard and Adullam
- Full transportation benefits require extension to 20th Sideroad
- 20th Sideroad realignment is recommended



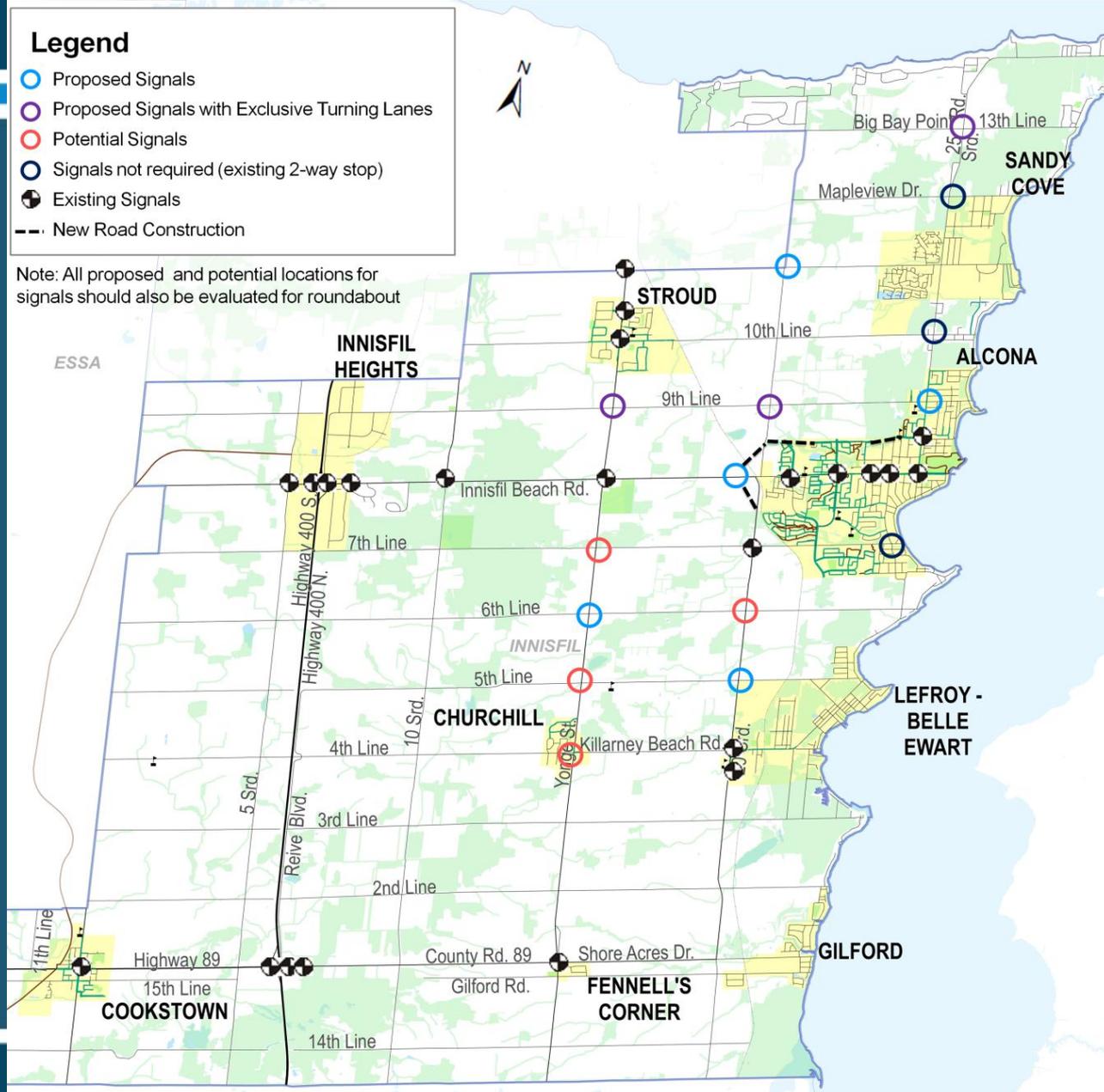
New Hwy 400 Interchange

- Assessment of the proposed interchange
 - 5th Line versus 6th Line
- Transportation model indicated better benefits for 6th Line location
- Overall evaluation: 6th Line is preferred

Evaluation Criteria	5 th Line Interchange	6 th Line Interchange
Network-Wide Traffic Benefits	✘	✓
Supports Future Growth Areas	✘	✓
Environmental Impacts	✓	✘
Cost Impacts	✘	✓
Interchange Spacing	✓	✘
Overall Preferred Option	✘	✓

Future Intersection Improvements

- 12 intersections recommended for improvements
 - Signalization
 - Turning lanes



Consideration for Roundabouts

- Where new traffic signals are warranted, the Town should consider roundabouts
 - Safety and environmental benefits

Rendering of a 4 legged Signalized Intersection



Rendering of a Roundabout

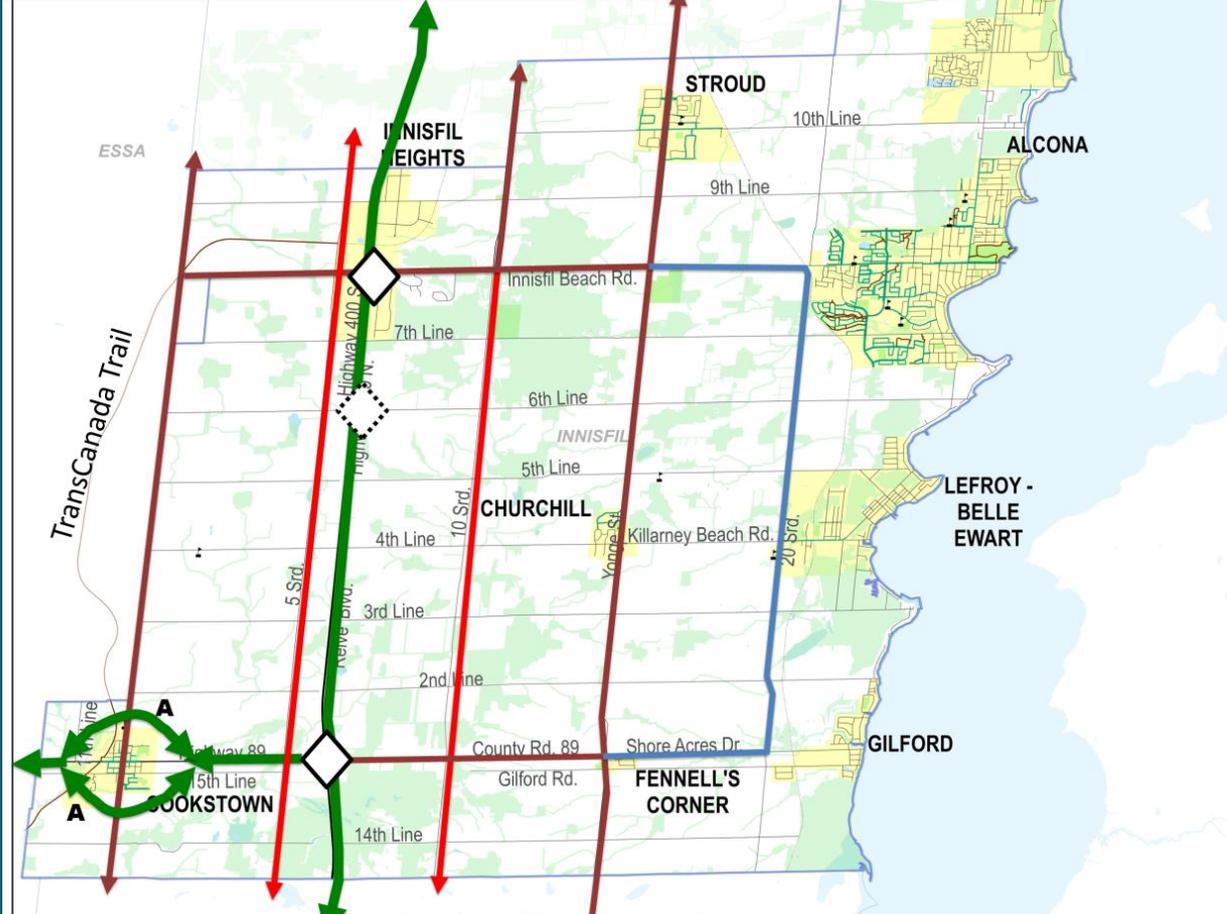


Recommended Road Transfers

- Upload 5th Sideroad to the County
- Upload 10th Sideroad to the County
- Download 20th Sideroad to the Town
- Download Innisfil Beach Road east of CR 4 to the Town
 - Only after County completes current capital program to widen to 4 lanes including the active transportation corridor
- Download Shore Acres Drive to the Town

Legend

	School		Freeway Interchange
	Existing Trail		Potential Freeway Interchange
	Existing Sidewalk	Road Jurisdiction / Transfers	
	Rail		Provincial Highway
	Park		Simcoe County Road
	Natural Environmental Area		Town Road to be Uploaded
	Settlement Boundary		County Road to be Downloaded



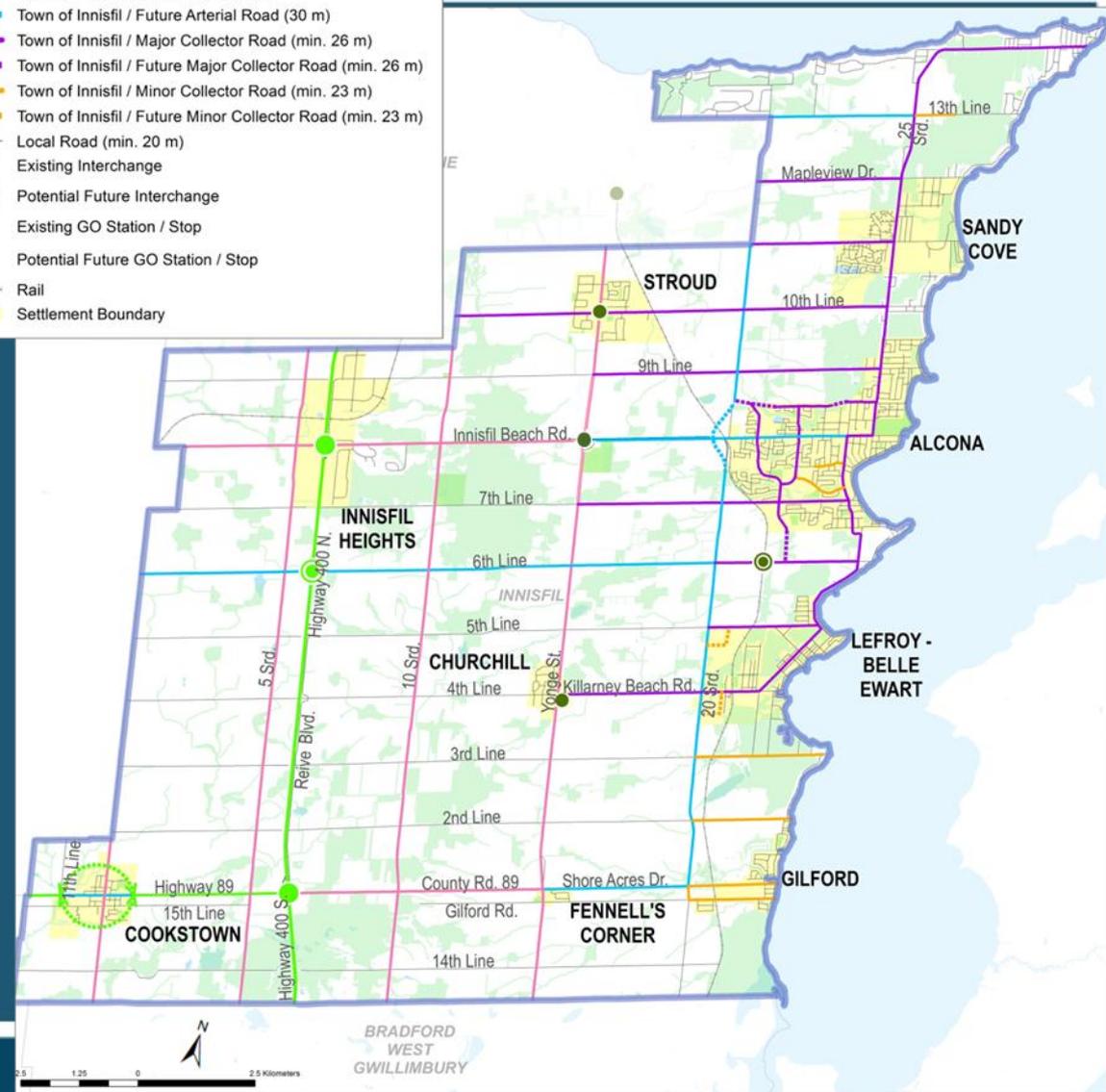
Notes
 A. Bypass alignment around Cookstown to be determined in a future study, and will either bypass north or south of Cookstown

Revisions to Official Plan Schedule C

- Jurisdiction transfers:
 - 5th and 10th Sideroads to County
 - 20th Sideroad, IBR, Shore Acres Drive to Town
- New major collectors:
 - Mapleview Drive
 - 9th Line
 - 7th Line
- 6th Line Arterial Road and Interchange
- Westerly realignment of 20th Sideroad

Legend

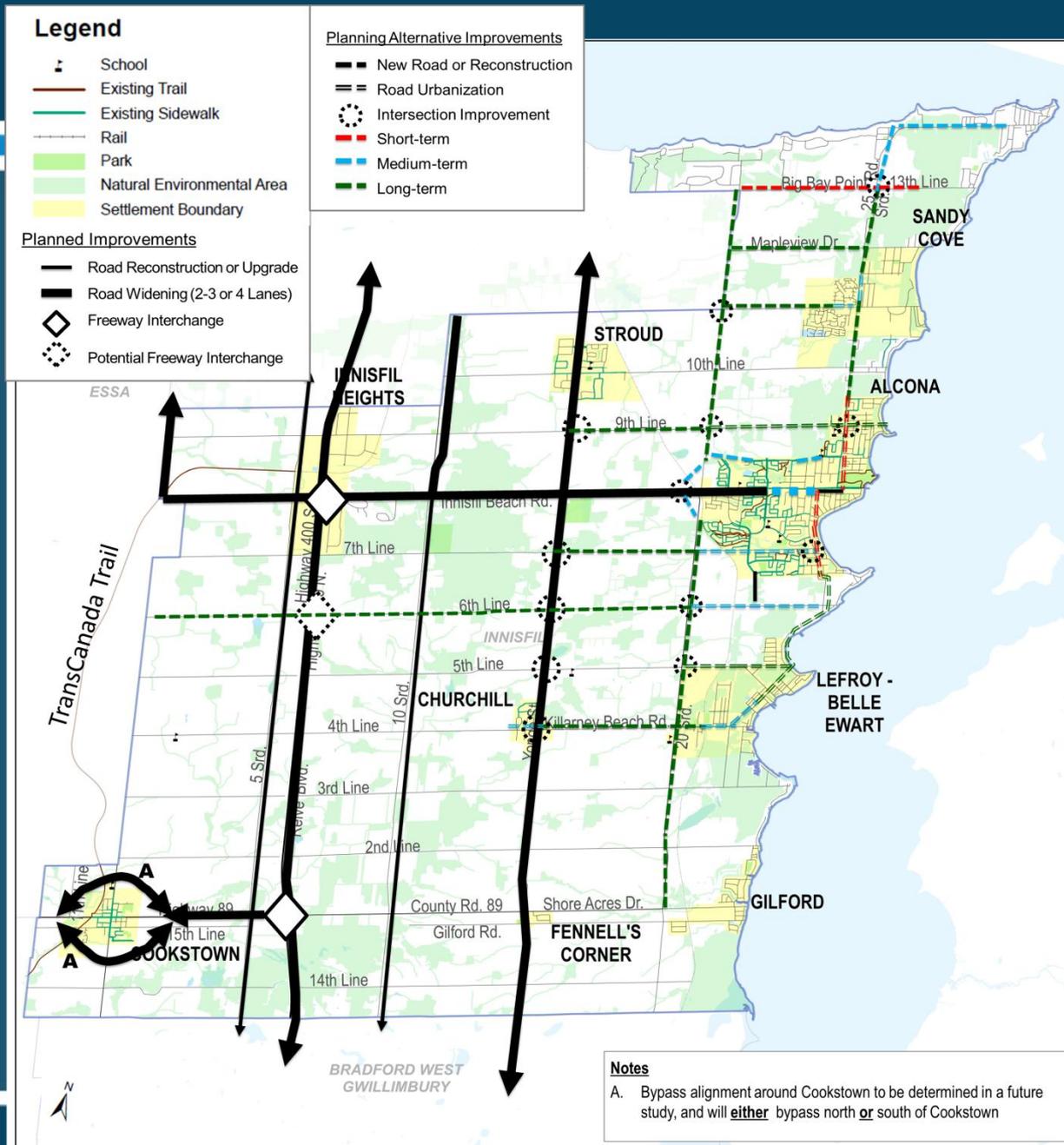
- Provincial / Highway
- - - Provincial / Future Highway
- County of Simcoe / Arterial Road (36 m - 40 m)
- Town of Innisfil / Arterial Road (30 m)
- - - Town of Innisfil / Future Arterial Road (30 m)
- Town of Innisfil / Major Collector Road (min. 26 m)
- - - Town of Innisfil / Future Major Collector Road (min. 26 m)
- Town of Innisfil / Minor Collector Road (min. 23 m)
- - - Town of Innisfil / Future Minor Collector Road (min. 23 m)
- Local Road (min. 20 m)
- Existing Interchange
- Potential Future Interchange
- Existing GO Station / Stop
- Potential Future GO Station / Stop
- Rail
- Settlement Boundary



Timing of Road Improvements

Phasing of Improvements:

- Short-term (<5 years)
- Medium Term (5-10 years)
- Long-term (10+ years)



INNISFIL TRAFFIC POLICIES

Traffic Policies & Guidelines

“Made in Innisfil” policies have been developed to address the following:

- Speed limits
- All-way Stop Control
- Community Safety Zones
- Parking
- Traffic Calming

Policy and guideline development was based on:

- Ontario Traffic Manual
- Canadian Traffic Calming Guide
- Transportation Association of Canada’s Geometric Design Guide for Canadian Roads
- Existing municipal traffic policies across Ontario

Speed Limit Policy - Rural

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



Speed Limit Policy - Urban

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



All-Way Stop Control Policy

- The purpose of All-Way Stop Control is to provide gaps for side street traffic and/or pedestrians where two similar roadways meet
- Use Provincial Ontario Traffic Manual warrant for Arterial and Collector Roads
- Use Provincial Ontario Traffic Manual warrant with recommended thresholds for Local Roads
- Do not adopt all-way stop control:
 - To control speeds (or for Traffic Calming)
 - For posted speed limits > 60 km/h
 - At intersections with challenging geometry
 - On grades
 - Where the protection of pedestrians, school children in particular, is a prime concern.



Community Safety Zone Policy

- Community Safety Zones were created to allow a municipality the ability to highlight certain areas for special treatment where safety is a particular concern
- Fines for moving violations are doubled
- Selective and appropriate deployment is most effective as the over use of these zones will reduce their effectiveness
- Restrict size of zones to areas around:
 - Schools,
 - Child care centres,
 - Playgrounds,
 - Parks,
 - Hospitals,
 - Senior's residences,
 - Collision prone locations



Parking Policy

- There have been many concerns around the parking and stopping of vehicles in the Town:
 - The parking of vehicles too close to driveways and on both sides of local streets.
 - Drop-off / pick-up activity around elementary schools.
 - Parking and stopping in close proximity to pedestrian crossovers.
 - Parking in widened paved shoulder areas reserved for pedestrians and cyclists.
- Parking and stopping regulations are covered by the Comprehensive Parking By-law 070-11
- The proposed policy addresses these concerns and provides suggestions on targeted enforcement, education and where and when to add signs

Traffic Calming Policy

Enforcement - First method should always be enforcement. Measure speeds before and after to gauge effectiveness



Traffic Calming Policy

Employ Temporary Measures before considering permanent measures



Radar Speed Advisory Boards



Rubber Speed Cushions

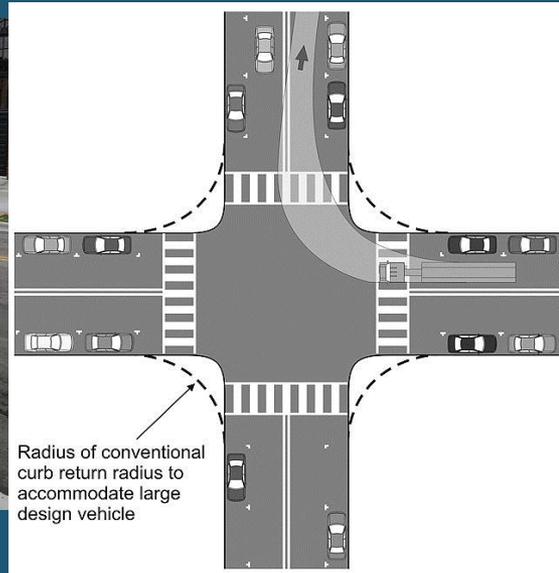


Traffic Calming Policy

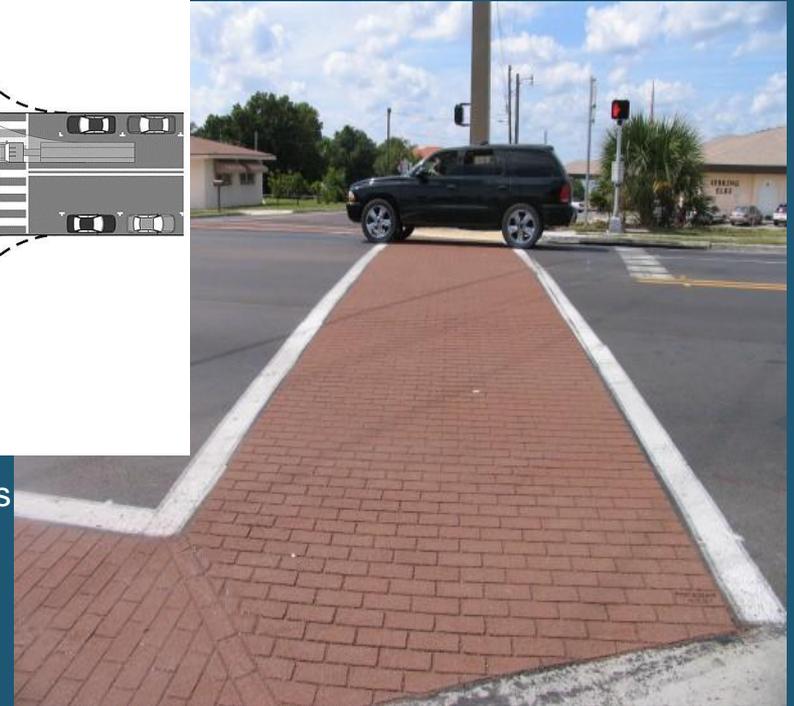
Permanent Measures where warrants are met



Curb Extensions



Curb Radius Reductions



Textured Crosswalks

Traffic Calming Policy

Permanent Measures



Traffic Circles



Raised Intersections



Raised Median Islands

Traffic Calming Policy

- **Warrant Criteria for Permanent Measures**

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

FINANCING REQUIREMENTS AND DC INPUT

Draft Transportation Costs

- Draft Costs of the Recommended Transportation Master Plan were presented at the Development Liaison Committee Meeting
- Draft Total Cost: \$302M
 - Road Infrastructure: \$277M
 - Multiuse Pathways: \$25M
- Have since revised Total Costs by removing cost of improvements that would be responsibility of the County and Province
- The total costs currently do not include any costs for the Town in relation to the proposed GO Rail Station
- New Interchange at Highway 400 – assumed Town would be responsible for 1/3 portion of the cost

Total Transportation Costs

Timing	BTE+BTG	BTE	BTG
Short-term (< 5 years)	\$34,741,139	\$7,349,646	\$27,391,492
Medium-term (5-10 years)	\$84,155,996	\$12,403,818	\$71,752,178
Long-term (> 10 years)	\$150,549,919	\$79,821,511	\$70,728,408
Combined	\$269,447,053	\$99,574,976	\$169,872,078

- Total Cost: \$269M
 - Road Infrastructure: \$261M
 - Multiuse Pathways: \$8M
- Benefit to Existing (BTE) versus Growth (BTG)
 - 37% Existing: \$100M
 - 63% Growth: \$170M
- Cost by Timing:
 - 13% Short-term: \$35M
 - 31% Medium-term: \$84M
 - 56% Long-term: \$151M

Cost of Required Road Infrastructure

(excludes off-road trails)

Summary by Improvement Type	Cost
Urbanization	\$129,620,952
Reconstruction	\$104,235,436
Widening	\$11,684,279
New Construction	\$14,043,027
Signalization	\$1,080,000
Planning studies	\$500,000
Total:	\$261,163,693
Summary by Road Class (excluding signalization and studies)	Cost
Arterial Road	\$93,382,711
Major Collector	\$161,572,350
Minor Collector	\$4,628,632
Total:	\$259,583,693
Summary by Road Environment (excluding signalization and studies)	Cost
Urban	\$25,727,306
Rural	\$233,856,388
Total:	\$259,583,693

Thank you



331 Cityview Boulevard, Suite 300
Vaughan, Ontario L4H 3M3
Tel: (905) 832-2023
Fax: (905) 832-1926

Rec'd	April 10/13
Special Council Date	April 10/13
Item #	5.2 - Walk on Item
Action Taken	

Resolution # _____

April 9, 2013

Jason Reynar, Director of Legal Services/Clerk
Town of Innisfil
2101 Innisfil Beach Road
Innisfil, ON L9S 1A1

Dear Mr. Reynar,

Re: Planned Lefroy GO Station

It has recently be brought to our attention that as reflected in the Towns New Transportation Master Plan Study dated March 2013 that the planned Go Station for Lefroy is now being proposed to be moved to a new location on the 6th Line. It is our understanding that it will be presented to Council for Approval on April 10th, 2013 Special Council meeting.

As you may be aware this is contrary to the approved Environmental Assessment that was previously completed in which it was recommended that the Go Station be located on the 5th Line. We refer to our numerous correspondence on this matter and in particular recent correspondence of January 24th 2012 (enclosed) in which we expressed our concerns about rumours of a possible change by the Town at that time.

As we all can appreciate that this will significantly impact our Home Sales in the Bellaire Properties Subdivision (located adjacent to the 5th line) and will also raise concerns from the existing neighbourhood who have previously expressed their strong intent to keep it in the Lefroy area. We respectfully ask that you provide written justification for such a change and reconsider your intent to move the Go Station from the Planned Lefroy location.

Your considerations of these requests are greatly appreciated.

Sincerely,

Scott Young
Lormel Homes Ltd/Bellaire Properties Inc

cc. Members of Council and Mayor Baguley
cc. John Skorobohacz, CAO Town of Innisfil



331 Cityview Boulevard, Suite 300
Vaughan, Ontario L4H 3M3
Tel: (905) 832-2023
Fax: (905) 832-1926

Don Eastwood, Director
Development Services
Town of Innisfil
2101 Innisfil Beach Road
Innisfil, ON L9S 1A1

Dear Mr. Eastwood

Re: Planned Lefroy GO Station

Lormel Homes Ltd/Bellaire Properties Inc and many of our neighbours in the Lefroy area were extremely pleased when you made it clear to Council and the media a few months ago that there had been no proposal to move the GO Station from its planned location at the 5th Line in Lefroy. As you know, the development of that station is eagerly anticipated by the community and we look forward to the introduction of GO service in Innisfil.

However, recent actions by the Town have generated some concern as it appears that plans to develop the station have been delayed again and the level of funding committed by the Town has been significantly reduced. In the 2011 version of the Capital Budget, there was \$1 million allotted to the GO Station in 2013 and \$ 8 million committed for 2014. In reviewing the latest Capital Budget passed last month, it appears that there are no funds allocated to the GO Station in 2013 and about \$2.7 million committed for 2015. In reviewing the budget documents and Council Minutes posted on-line, I have been unable to find an explanation for this change.

Could you please advise on the status of the planned GO Station at 5th Line and provide an update on the costs and schedule associated with this very important asset to our community?

Furthermore I noticed through recent documentation concerning OPA #1 (in particular the Secondary Plan for Alcona South) that the location of the Proposed GO station location in Lefroy was not indicated on the Town wide Transportation Plans. Can you please ensure that this is updated accordingly.

Your considerations of these requests are greatly appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Young", is written over the printed name.

Scott Young

Lormel Homes Ltd/Bellaire Properties Inc

cc. Councillor Richard Simpson
cc. John Skorobohacz, CAO Town of Innisfil

GO station site concerns expressed

Like 0

Lawyer worries proposed project could be moved to a site along the 6th Line

By Chris Simon

A letter concerning the future location of a GO Transit train station has been received by council.

The letter, written by LSAMI Group lawyer Jane Pepino, expresses concern for 'recent suggestions' that a GO station could be built near the 6th Line, as part of the draft Alcona South Secondary Plan, instead of the originally proposed 5th Line site.

LSAMI is planning to build roughly 1,400 homes in the Lefroy area.

"We submitted a letter to the town on Sept. 8, expressing our concerns regarding the discussions that may have taken place, about the possible relocating of the proposed GO station," said LSAMI lawyer Scott Young, addressing council on behalf of Pepino. "We trust our letter fairly conveys our concerns, and (the town) agrees with keeping the station at the 5th Line."

Town officials have been involved in discussions with Metrolinx and the County of Simcoe, regarding long-term plans for transportation services.

But there have been no formal attempts to move the station, said director of development Don Eastwood.

"Council has committed to the current site on the 5th," he said, in a report to council. "The process of relocation, if undertaken by Metrolinx, would be required to follow established procedures ... all of these processes require public notice (and) municipal support, and are subject to appeal. The station cannot disappear and reappear in a new location. The Alcona South plan is now in draft form ... there is no reference to the suggestion of relocation of the station."

Councillor Ken Simpson wants the station built in Lefroy.

"I'm pleased to see there appears to be no change in the location of the GO station," he said.

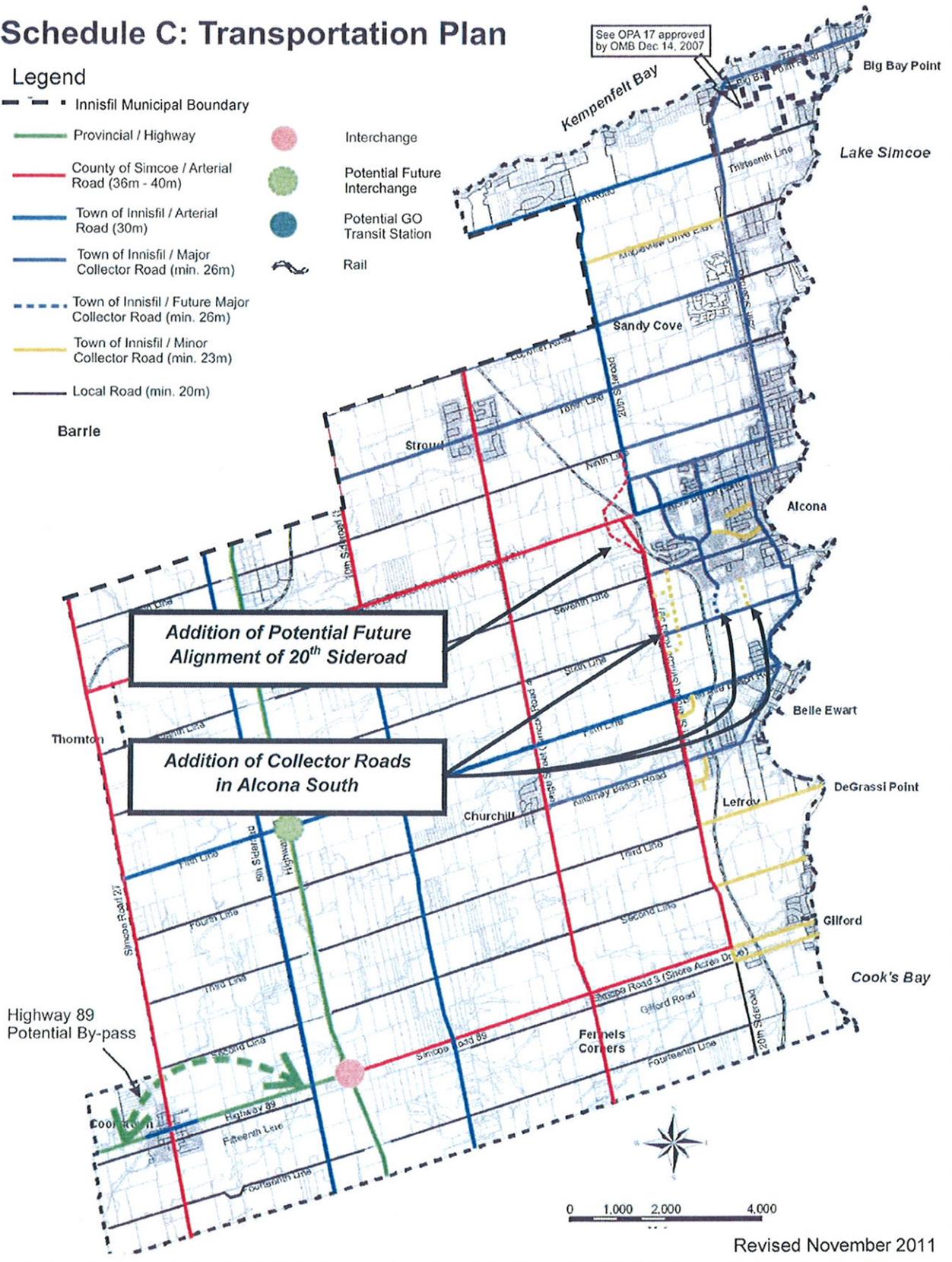
Schedule 1 to Amendment No. X

Schedule C: Transportation Plan

Legend

- Innsifil Municipal Boundary
- Provincial / Highway
- County of Simcoe / Arterial Road (36m - 40m)
- Town of Innisfil / Arterial Road (30m)
- Town of Innisfil / Major Collector Road (min. 26m)
- Town of Innisfil / Future Major Collector Road (min. 26m)
- Town of Innisfil / Minor Collector Road (min. 23m)
- Local Road (min. 20m)
- Interchange
- Potential Future Interchange
- Potential GO Transit Station
- Rail

Barrle



See OPA 17 approved by OMB Dec 14, 2007

Addition of Potential Future Alignment of 20th Sideroad

Addition of Collector Roads in Alcona South

Highway 89 Potential By-pass

Revised November 2011

From: PETER CAMPBELL [mailto: [REDACTED]]
Sent: Wednesday, April 10, 2013 02:09 PM
To: Barb Baguley, Mayor; Dan Davidson; Doug Lougheed; Ken Simpson;
Rod Boynton; Bill Loughead; Maria Baier
Subject: FW: Proposed GO Station in Lefroy

Rec'd	April 10/13
Special Council Date	April 10/13
Item #	5.3 Walk-on item
Action Taken	
Resolution #	

Mayor and Councillors,

Please see the email below that I have sent to Councillors Simpson and Dollin
Please I respectfully ask that you keep the location of the GO station in Lefroy at 5th line.
I believe the rest of the email below is self explanatory.

Thank you

PGC
Peter G. Campbell P. Eng
President
PGC Group of Companies
416-931-6249

8800 Dufferin St, Suite 200
Vaughan, Ontario
L4K - 0C5

 please consider the environment before printing this email

ATTENTION: The information in this e-mail message is private and confidential and is only intended for the addressee. Should you receive this message in error, you are hereby notified that any disclosure, reproduction, distribution or use of this message is strictly prohibited. If you are not the intended recipient of this e-mail, please advise us immediately and delete this e-mail without reading, copying or forwarding it to anyone. Thank You.

From: [campbell](#) [REDACTED]
To: [rsimpson](#) [REDACTED]; ldollin@innisfil.ca; [campbell](#) [REDACTED]
Subject: RE: Proposed GO Station in Lefroy
Date: Wed, 10 Apr 2013 13:57:14 -0400

Councillors Simpson and Dollin,

I have reviewed the Transportation Masterplan being presented tonight which is proposing to move the proposed GO Station from the 5th line to the 6th line.

As you both know there have been hundreds of homes sold by Lormel and Baywood on the basis, at least in part, that the GO station as shown on the Town approved Display maps and as shown in the Towns Official Plan for many years, will be at the 5th line. To locate a GO station in a vacant field, at a location already dismissed in the Metrolinx EA years ago seems inappropriate to say the least and may cause years of delay for it to get built or prevent GO from agreeing to have a station in Innisfil at all.

I know I am a future resident and not there just yet. But I have made a significant investment in my new home. I am looking forward to being an Innisfil resident in the near future and the location of the go station at the 5th line materially impacts on that investment and is not right.

Please support keeping the GO Station where it is shown in your official plan on the 5th line, thats what an OP is for. We have relied on it.

Thanks

Peter Campbell
Peter G. Campbell P. Eng
President
PGC Group of Companies
416-931-6249

8800 Dufferin St, Suite 200
Vaughan, Ontario
L4K - 0C5

 please consider the environment before printing this email

ATTENTION: The information in this e-mail message is private and confidential and is only intended for the addressee. Should you receive this message in error, you are hereby notified that any disclosure, reproduction, distribution or use of this message is strictly prohibited. If you are not the intended recipient of this e-mail, please advise us immediately and delete this e-mail without reading, copying or forwarding it to anyone. Thank You.

Subject: Re: Proposed GO Station in Lefroy

To: [REDACTED]
From: rsimpson [REDACTED]
Date: Thu, 28 Jun 2012 17:01:21 +0000

Thank you for your email Peter and I too want to see the Go Station completed ASAP. And I will do my best to make sure it stays at the proposed current location. Please stay in touch. Richard.
Sent on the TELUS Mobility network with BlackBerry

From: PETER CAMPBELL <[REDACTED]>
Date: Wed, 27 Jun 2012 10:54:32 -0400
To: <rsimpson@innisfil.ca>; <[REDACTED]>
Subject: Proposed GO Station in Lefroy

Councillor Simpson,

I note that the Town of Innisfil is in the process of launching a review of its' Transportation Masterplan.

This study as outlined, is to be completed by late this Fall 2012. A prominent component of this study will likely be the implementation of the Lefroy GO station on Bellaire Beach Road. As you will know GO/Metrolinx completed a Class EA study a few years ago to determine the location of this station. A number of alternative locations were considered, some north of the current location and some south.

After careful consideration, input from the Town of Innisfil and others, the present location was determined. It has consequently been incorporated into the Lefroy Secondary Plan and the overall Official Plan for the Town of Innisfil. It has been in the OP for several years now, and provides an extraordinary opportunity for the Town in the context of the entire County of Simcoe.

This station when implemented will be one of two (Bradford) in the entire County, excluding the two stations in the City of Barrie. It provides the opportunity to have a direct public transportation link to York Region, the extended Spadina Subway and downtown Toronto. It provides the hub from which a future local public transportation system can be designed and built. As such it is perhaps THE most important public transportation feature in the entire Official Plan.

I have owned a cabin in Belle Ewart for several years and recently purchased a new home in the Lormel, Phase 1 subdivision. As such, knowing the history of the Lefroy Secondary Plan through my professional and personal lives, I am relying on the Town, the County and Metrolinx to stand by their commitment to build this important GO station at its proposed location as soon as possible. The house prices in the subdivision reflect this station location and I submit the home values in the existing surrounding community reflect this station location. It is important to me, the local community, the Town of Innisfil and indeed the County of Simcoe that this station be implemented as a first priority.

As such I respectfully encourage you to make sure this station, in Lefroy, remains a top priority in the Transportation Masterplan and is implemented in the Towns capital budget as soon as possible. Thank you for your attention in this matter on behalf of myself, the future homeowners in Lefroy and the existing community.

It is very very important to us.

Peter G. Campbell P. Eng
416-931-6249

 please consider the environment before printing this email

ATTENTION: The information in this e-mail message is private and confidential and is only intended for the addressee. Should you receive this message in error, you are hereby notified that any disclosure, reproduction, distribution or use of this message is strictly prohibited. If you are not the intended recipient of this e-mail, please advise us immediately and delete this e-mail without reading, copying or forwarding it to anyone. Thank You.

Special Rec'd April 10/13
Council Date April 10/13
Item # 5.4 Walk on item
Action Taken
Resolution #



CORTEL GROUP

MAIL: 2800 Hwy #7 W. Suite 301, Vaughan, ON. L4K 1W8 | OFFICE: 905.695.0800 | FAX: 905.695.0801 | WEB: cortelgroup.com

10-Apr-13

Town of Innisfil
2101 Innisfil Beach Rd.
Innisfil, Ont.
L9S 1A1

RE: Special Meeting of Council – Transportation Master Plan

Dear Your Worship, Deputy Mayor, and Members of Council,

We are in receipt of the Town of Innisfil Transportation Master Plan Final Report (March 2013). We have completed a preliminary review of the Final Report and are supportive of the Town of Innisfil's direction. We will follow with a detailed submission shortly.

Regards,

Luka Kot
Planning and Development

CC. Jason Reynar, Town Clerk
Karen Fraser, Deputy Clerk
John Skorobohacz, CAO
Tim Cane, Manager of Land Use Planning
Andy Campbell, Director of Infrastructure and Engineering Services
Don Eastwood, Director of Development



ZELINKA PRIAMO LTD
A Professional Planning Practice

Rec'd	April 10/13
Special Council Date	April 10/13
Item #	5.5 Walk on item
Action Taken	
Resolution #	

April 10, 2013

Mr. Jason Reynar
Director of Legal Services/Clerk
Town of Innisfil
2101 Innisfil Beach Road
Innisfil, ON
L9S 1A1

Dear Mr. Reynar:

Re: Transportation Master Plan (TMP)
Our Files: LPL/INN/03-01 & ARG/INN/09-01

We are the land use planning consultants for Loblaw Properties Limited ("Loblaws") and Alcona Capital Properties Inc. ("ACP"), owners of lands generally located on the east side of 20th Sideroad, north of Innisfil Beach Road. The Loblaws lands are located at the northeast corner of 20th Sideroad and Innisfil Beach Road and currently contain a No Frills food store at the southerly portion of the site, and vacant (future commercial) lands on the northerly portion. The ACP lands are immediately north of the Loblaws lands and are currently subject of applications to amend the Official Plan (recently adopted by the Town of Innisfil) and Zoning By-law to permit residential uses on the property (Town Files D09-2010-003 & D14-2010-012). Both properties currently have frontage along 20th Sideroad.

Upon preliminary review of the Transportation Master Plan ("TMP"), we would like to express the following concerns on behalf of our clients:

- Neither of our clients were aware of the TMP process until recently and, as such, were unaware of the plans for a potential realignment of 20th Sideroad. As you can appreciate, a future realignment of 20th Sideroad has potential impacts on current and future development for both properties. Any potential impacts of the realignment, preliminary or otherwise, are not known or stated in the documents reviewed as it relates to property owners that currently enjoy access off of 20th Sideroad, north of Innisfil Beach Road.

Further to the above, we are forwarding the following comments from our clients' Traffic Consultant (LEA Consulting Ltd.):

- The TMP is to be served as direct input for specific infrastructure projects such that Phase 1 and Phase 2 of the Class EA (2011) are satisfied.
- We are concerned that the identified infrastructure improvements (Section 8.4.2) have not been properly screened to ensure that the 20th Sideroad realignment is the "Preferred Solution" for the "identified" capacity constraint. LEA was not able to find any technical supporting document within the TMP supporting that the proposed 20th Sideroad realignment is "Preferred" solution to address capacity constraint.

- The identified "Alternative Solutions" for the TMP should not be the screening criteria for the 20th Sideroad realignment.
- Traffic Model Calibration concerns:
 - Based on available information within the TMP, LEA is concerned that the existing model calibration methodologies will lead to an overestimation of 2031 traffic projection. Due to the uncertainty of the existing traffic model calibration, we have reservations regarding the future traffic capacity constraints as identified in the TMP.
- 2013 Intersection Analysis:
 - In Section 5.4.3, it is unclear how the future traffic volumes were projected or what actual traffic volumes were used. There is insufficient information provided in the TMP, or in the supporting appendices, to independently evaluate this traffic projection and conclusion.
- Daily Traffic Projection across 20th Sideroad (Section 8.4.1- Table 8)
 - Based on the Table provided, the provision of BOTH the Leslie Drive AND the 20th Sideroad will result in a daily reduction of 2,400 vehicles on Innisfil Beach Road. This would translate to approximately 240 vehicles (two-way traffic) during the peak hour.
 - It is unclear as to the traffic reduction "benefits" the proposed 20th Sideroad realignment would have for the identified intersections constraints in Section 5.4.3 (Table 5)

For the above reasons, we believe it is premature for Council to support the Staff Recommendation and findings of the TMP as it relates to the realignment of 20th Sideroad and request that Council defer final determination on a proposed "realignment" of 20th Sideroad until all potential impacts (i.e. future status of current 20th Sideroad road allowance, cost of realignment, etc.) have been investigated and reviewed thoroughly with our clients. Please note that Mr. Ken Chan of LEA Consulting Ltd. will be in attendance this evening to address any questions of Council regarding the above.

We thank you for allowing us the opportunity to provide the above comments on behalf of our clients. If we can be of any assistance, please do not hesitate to contact the undersigned.

Yours very truly

ZELINKA PRIAMO LTD.



Harry Froussios, BA, MCIP, RPP
Senior Planner

cc: Steve Thompson - Loblaw Properties Limited
Neil Palmer - Alcona Capital Properties Limited
Ken Chan - LEA Consulting Ltd.



Transportation Master Plan



Welcome to the

**Public Open
House #3**

for the

**Town of Innisfil
Transportation
Master Plan Study**

May 22, 2013



What is a Transportation Master Plan (TMP)?

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

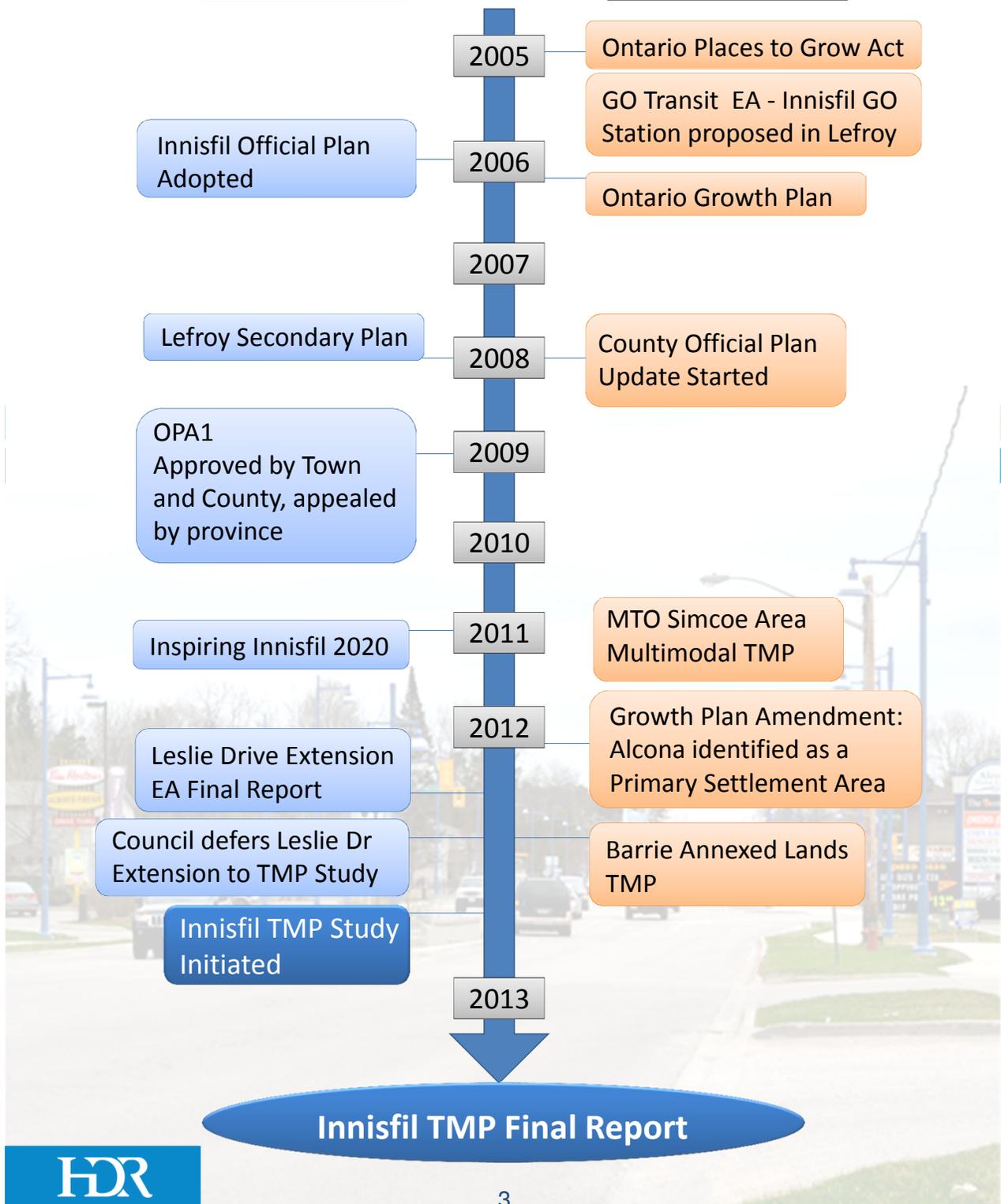
TMP Planning Process



Timeline of Key Inputs to the TMP

Town Milestones

External Milestones



Growth Planning

Official Plan

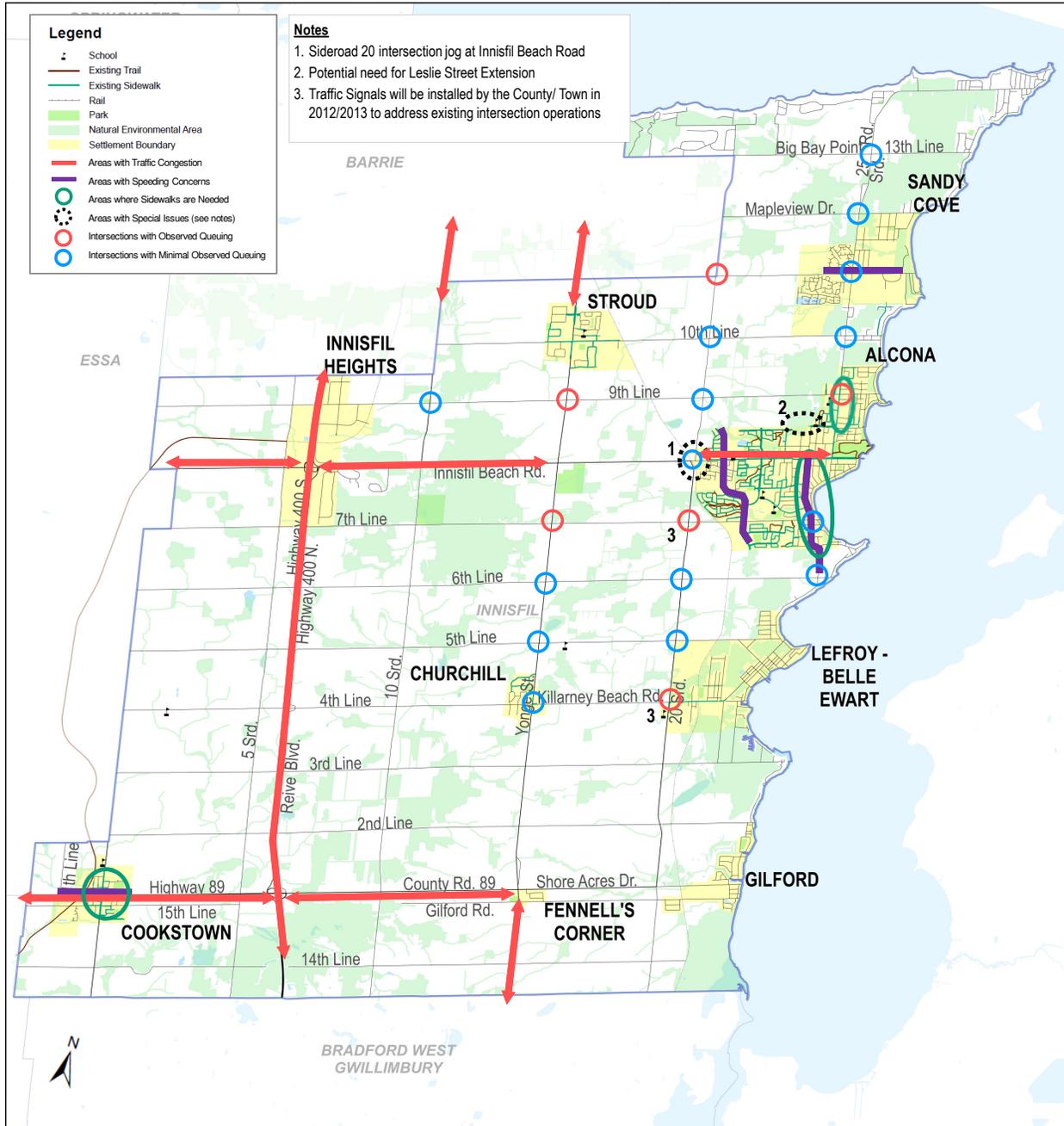
- Settlement Areas
- Population

- “Protect for Community Infrastructure”
- Road Improvements
- Pump Stations
- Reservoirs

Master Plans

- Transportation Master Plan
- Transit Master Plan
- Water Master Plan
- Sewer Master Plan

Existing Transportation Issues



Innisfil's Transportation Vision

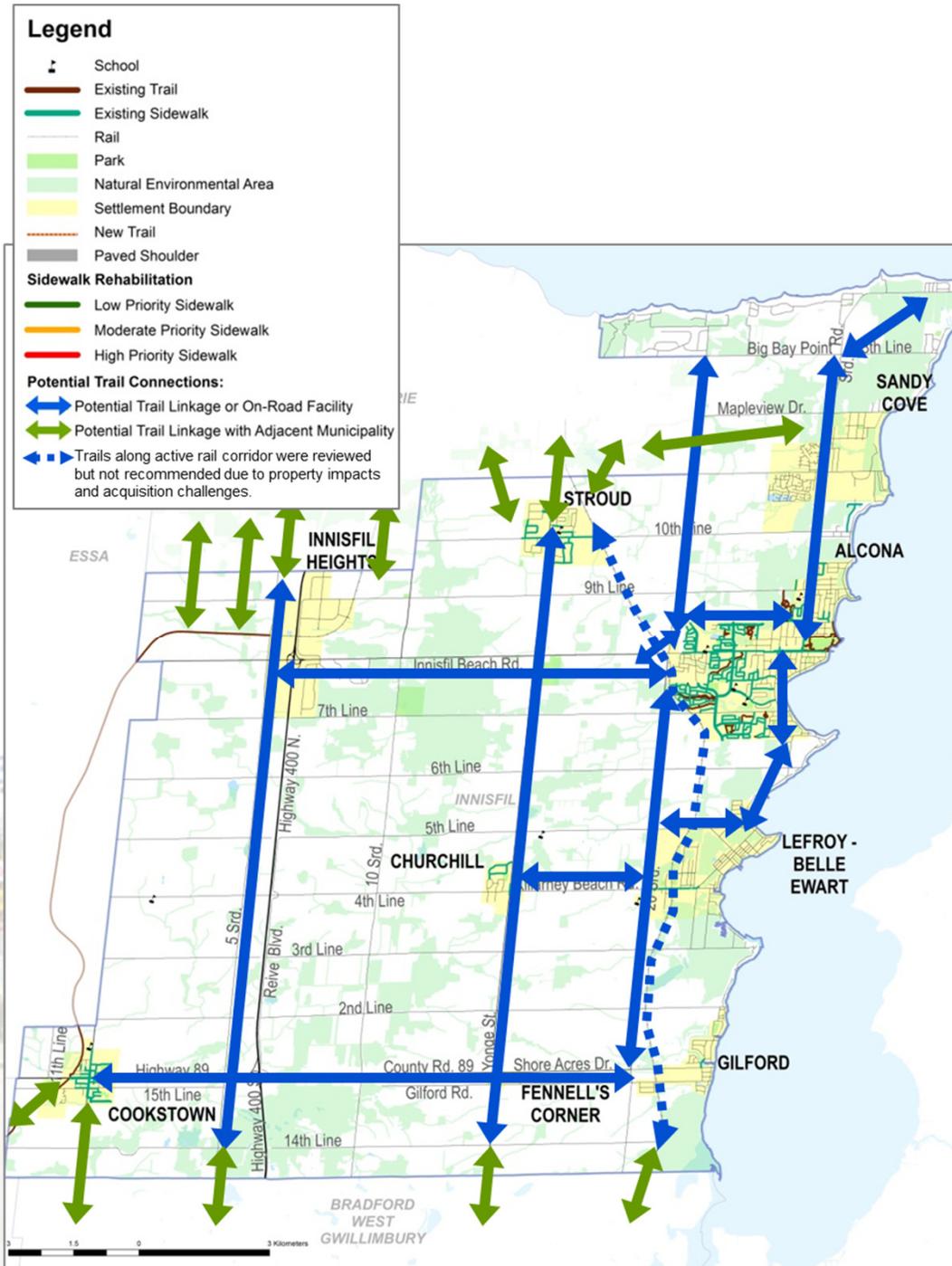
Innisfil's transportation network

- *connects people and communities,*
- *fosters healthy living,*
- *operates efficiently across the Town as an environmentally and financially sustainable system.*

Recommended Transportation Plan

- Four alternative strategies were presented at Public Open House #2:
 1. Do-Nothing
 2. Business as Usual (road and intersection improvements)
 3. A Balanced Approach (road and intersection improvements, sidewalk and trail connections, TDM measures)
 4. An Aggressive Approach (Alternative 3 plus local transit service for Innisfil)
- Alternatives 3 and 4 were carried forward
 - However, only conceptual local transit opportunities were assessed. Specific transit routes and services deferred to future detailed Transit Strategy study which is outside the scope of the TMP

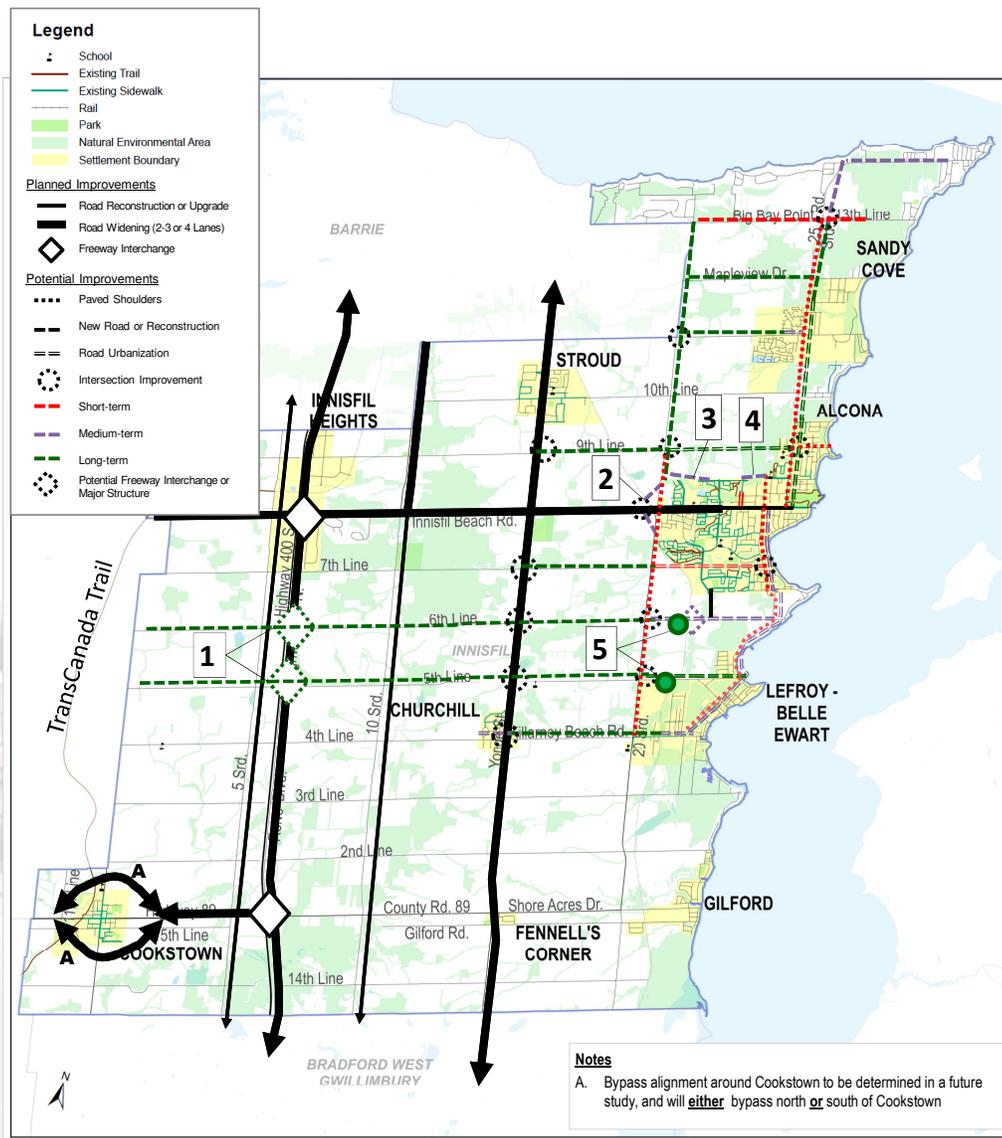
Proposed Active Transportation Connections



Proposed Road and Intersection Improvements and Key Issues

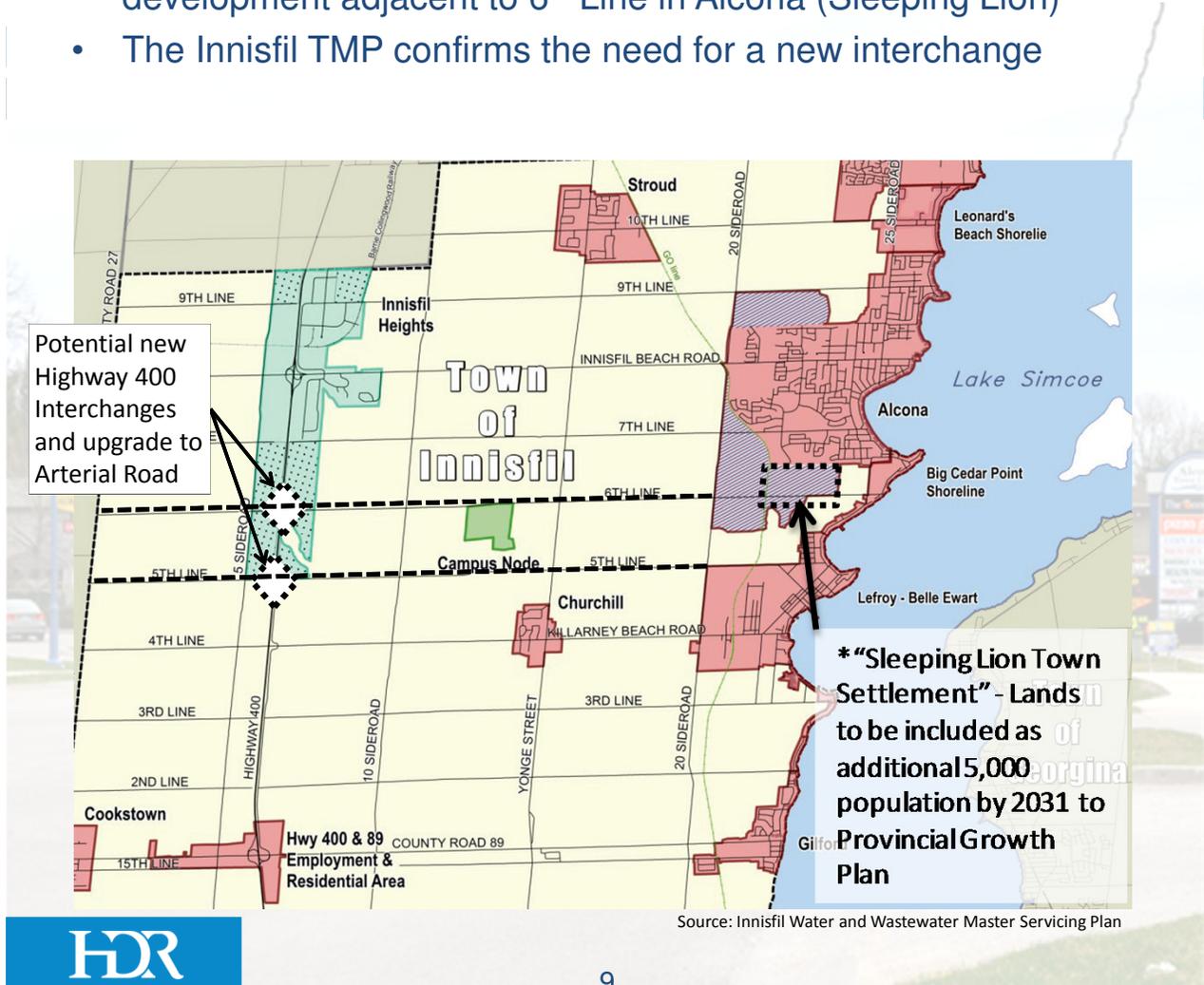
Key Issues:

1. New Highway 400 interchange location at 5th Line or 6th Line and upgrade to arterial road
2. 20th Sideroad Realignment at Innisfil Beach Road
3. Leslie Drive West Extension (20th Sideroad to Oriole Crescent)
4. Proposed Leslie Drive East Extension (Willard Avenue to Adullam Avenue) across Provincially Significant Wetland
5. Innisfil GO Station in Alcona (6th Line) or Lefroy (5th Line)



New Highway 400 Interchange Location

- Innisfil’s Official Plan (adopted in 2006) identified the need for a new Highway 400 interchange at 5th Line
- New planning initiatives support an interchange further north:
 - Alcona as a Primary Settlement Area
 - Innisfil Heights identified as a Strategic Settlement Employment Area
- 6th Line can divert traffic from Innisfil Beach Road, which will be very busy by 2031
- The Alcona South Secondary Plan (2011) identified significant development adjacent to 6th Line in Alcona (Sleeping Lion)
- The Innisfil TMP confirms the need for a new interchange

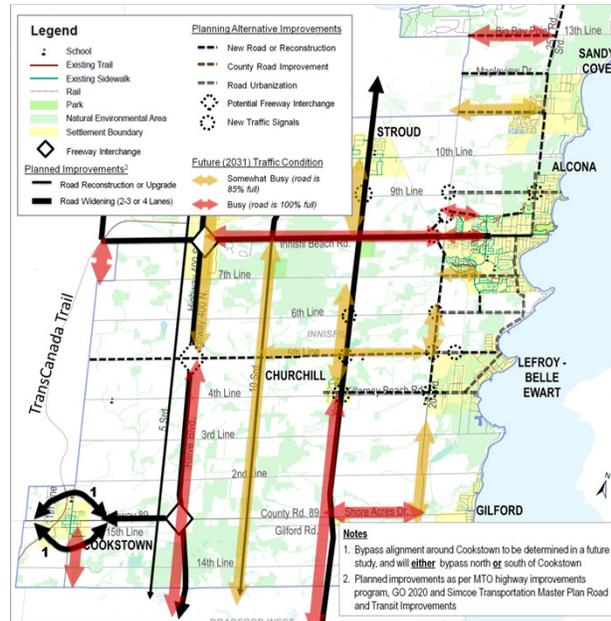


New Highway 400 Interchange Location

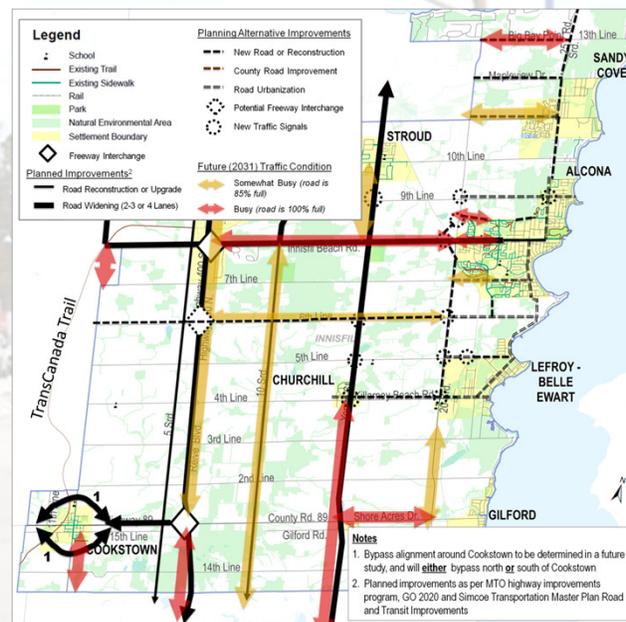
Transportation analysis indicates better traffic benefits for 6th Line location:

- 6th Line is better than 5th Line as an alternative route for Innisfil Beach Road
- Serves the new growth areas in Alcona
- Increased traffic from Alcona can access 6th line through various collector roads
- Improves north-south traffic flow in Innisfil by accommodating trips to Highway 400 earlier
- Less impact on 20th Sideroad and Yonge Street - Alcona traffic does not have to travel south to 5th Line to access Highway 400

5th Line Interchange – 2031 Traffic Conditions



6th Line Interchange – 2031 Traffic Conditions



New Highway 400 Interchange Location

In addition to the traffic benefits provided by the 6th Line location:

- 6th Line serves the Alcona Primary Settlement Area
- The Innisfil Heights Strategic Settlement Employment Area is bounded by 5th Line to the south
 - A 5th Line interchange would only support development to the north
 - A 6th Line interchange serves both sides of the employment area
- Similar environmental impacts
- Greater ease of construction for 5th Line (new structure and road required versus potential widening or replacement at 6th Line)
- 5th Line provides better interchange spacing from Innisfil Beach Road ; however, 6th Line is approximately 3 km which is sufficient interchange spacing and has the same spacing between the proposed McKay Road interchange and Innisfil Beach Road
- With 6th Line interchange – an additional interchange at either 4th Line or 3rd Line is possible

Summary Evaluation Table

Criteria	5 th Line Interchange	6 th Line Interchange
Network-Wide Traffic Benefits		
Supports Future Growth Areas		
Environmental Impacts		
Constructability and Cost		
Interchange Spacing		
Recommendation	Screen Out	Carry Forward

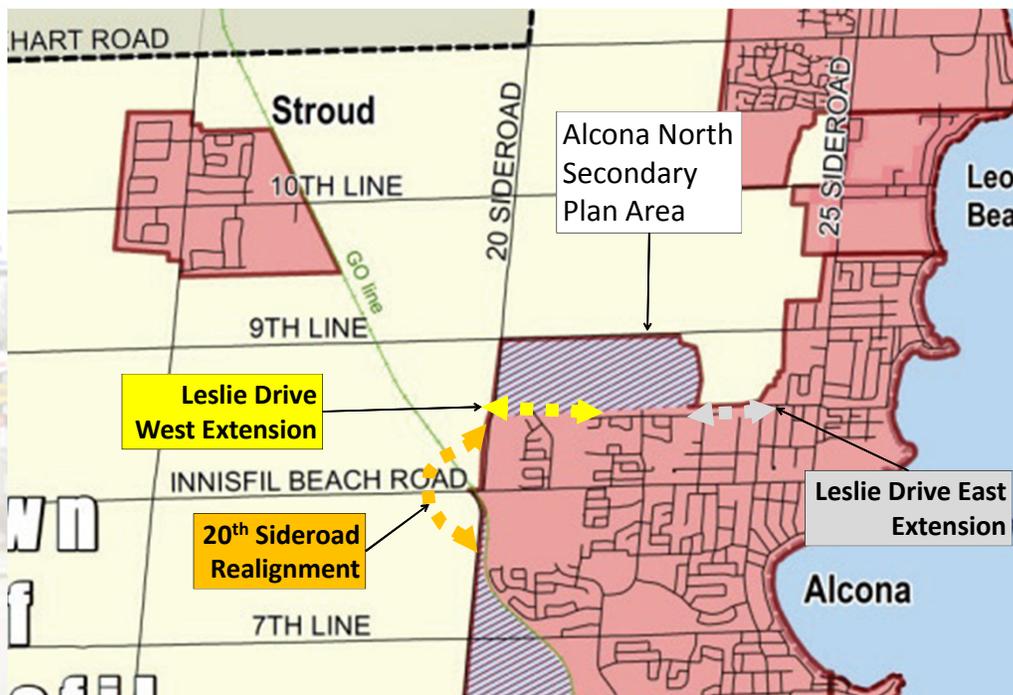
Legend: Least Preferred      Most Preferred

Recommendation: Interchange at 6th Line

Note: The above findings are subject to review and approval by the Ministry of Transportation (MTO) and their own independent detailed analysis

Alcona Road Improvements

- Three new roads within Alcona identified to improve transportation connections, increase safety, and to support growth
- Includes:
 - 20th Sideroad Realignment
 - Leslie Drive West Extension (20th Sideroad to Oriole Crescent)
 - Leslie Drive East Extension (Adullam Avenue to Willard Avenue)



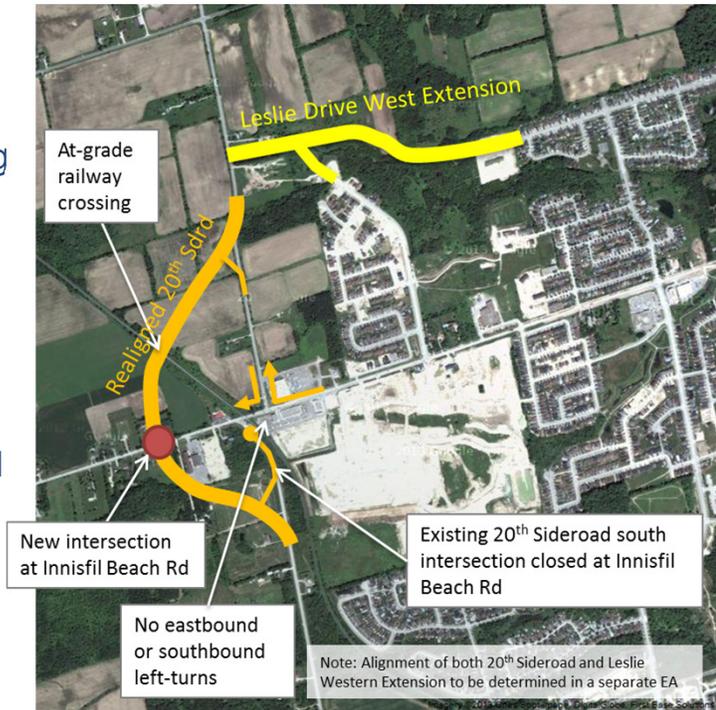
20th Sideroad Realignment

Major traffic safety issue: Increased traffic in the future will result in traffic queues on Innisfil Beach Road extending across the Railway.

An alternative to Innisfil Beach Road: Together with the Leslie Drive West Extension, the realignment provides an alternative route to Innisfil Beach Road as well as accommodating an active transportation corridor.

20th Sideroad will be a key north-south arterial road in the future:

North-south traffic demands will increase particularly with Friday Harbour and the Barrie Annexed Lands. This through traffic increase will be difficult to accommodate as both the existing north and south legs are only stop-controlled and new traffic signals are not possible.



Summary Evaluation Table

Criteria	Do-Nothing	20 th Sideroad Realignment
Network-Wide Traffic Benefits	○	●
Community Benefits	○	◐
Supports Future Growth Areas	○	●
Environmental Impacts	◐	◑
Financial Impacts	●	◑
Recommendation	Screen Out	Carry Forward

Legend: Least Preferred ○ ◐ ◑ ● Most Preferred

Recommendation: 20th Sideroad Realignment

Leslie Drive West Extension (Oriole Crescent to 20th Sideroad)

- Identified in Official Plan Schedule C as a major collector road
- Supports the Alcona North Secondary Plan (expansion of the urban boundary north to 9th Line)
- Supports network connectivity by providing an east-west alternative to Innisfil Beach Road accessing 20th Sideroad
- Relieves traffic pressures on Innisfil Beach Road
- Supports potential active transportation corridor
- No significant environmental impacts
- Compatible with a realigned 20th Sideroad

Criteria	Do-Nothing	Leslie Drive West Extension (Oriole to 20 th)
Network-Wide Traffic Benefits	○	●
Community Benefits	○	●
Supports Future Growth Areas	○	●
Environmental Impacts	●	●
Financial Impacts	●	●
Recommendation	Screen Out	Carry Forward

Legend: Least Preferred ○ ● ● ● ● Most Preferred

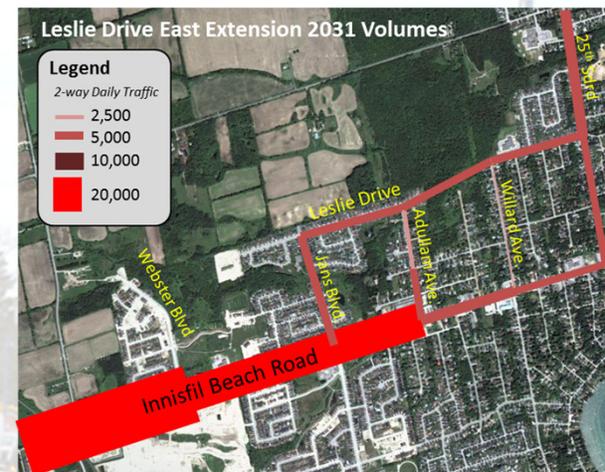
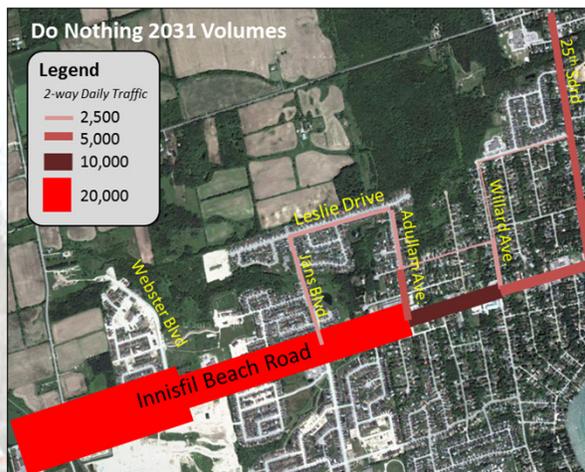
Recommendation: Leslie Drive West Extension
(Oriole Crescent to 20th Sideroad)

Leslie Drive East Extension (Willard Avenue to Adullam Avenue)

- Extension identified as major collector road in Official Plan Schedule C
- Service corridor recommended in the EA study
- Road corridor deferred to the TMP
- Along with Jans Blvd, provides collector road network for development up to 9th Line (Alcona North Secondary Plan)
- Crosses through a provincially significant wetland



Projected traffic volumes with and without Leslie Drive East Extension



- With the Extension:
 - Reduced traffic on Innisfil Beach Road (Adullam Ave to 25th Sideroad)
 - Increased traffic on Jans Blvd (major collector)
- Without the Extension:
 - Increased traffic on Adullam Avenue and Willard Avenue
 - Requires upgrades on Adullam Avenue and Willard Avenue

Leslie Drive East Extension (Willard Avenue to Adullam Avenue)

- Connecting Leslie Drive improves network connectivity and has transportation benefits with respect to improving traffic flow and providing additional capacity
- However, the public has raised concerns about major impacts to the provincially significant wetland
- If the extension is not constructed, the Town and community may have to accept some increased traffic on Innisfil Beach Road and other local roads in the future (Lebanon, Adullam, Willard, etc)
- Improvements to Adullam and Willard would be recommended such as improving pedestrian and cycling accommodation (use of paved shoulders)

Summary Evaluation Table

Criteria	Do Nothing	Leslie Drive East Extension (Willard to Adullam)
Network-Wide Traffic Benefits	○	◐
Community Benefits	○	◑
Supports Future Growth Areas	○	◐
Environmental Impacts	●	○
Financial Impacts	●	○
Recommendation	Carry Forward	Screen Out

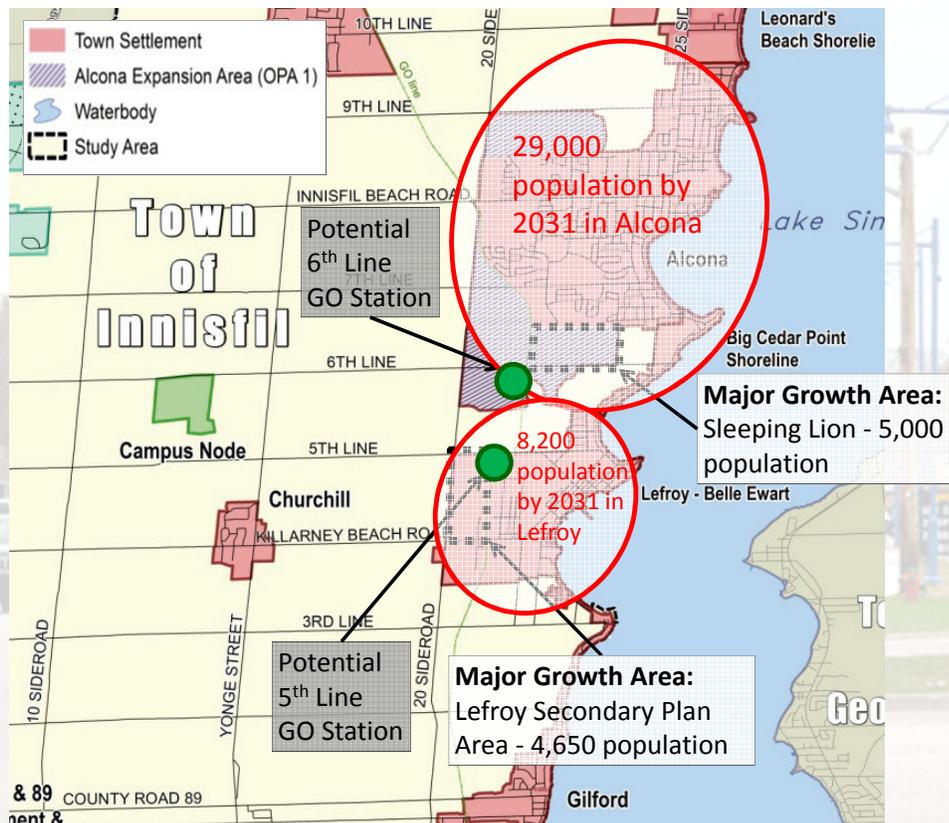
Legend: Least Preferred ○ ◐ ◑ ● Most Preferred

Recommendation: Do Nothing

Note: The Do Nothing option will require upgrades Adullam Ave and Willard Ave

Innisfil GO Station Location

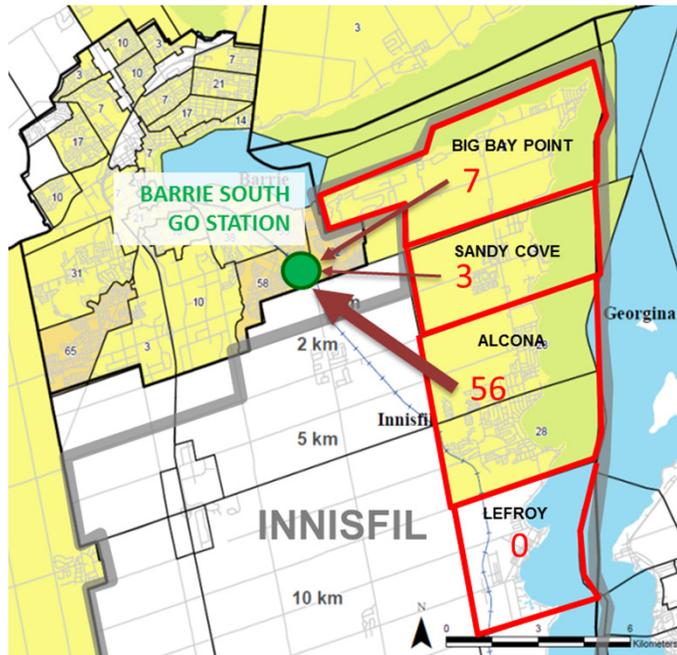
- GO Transit EA in 2005 assessed three locations for an Innisfil GO Station between 5th and 4th Line.
- Locations to the north and south were dismissed early in the 2005 study process because the locations would be further away from future population growth
- The 5th Line location was selected as the preferred site by GO Transit based on available information in 2005
- The preferred location of the GO Station within Innisfil is being revisited in this TMP study due to many changes since 2005
- The 6th Line location is being reconsidered due to changes to Provincial Growth Plan, which has identified Alcona as a Primary Settlement Area.
- There is planned population growth on both sides of 6th Line that is comparable to the Lefroy Secondary Plan



Which parts of Innisfil do Innisfil GO users come from?

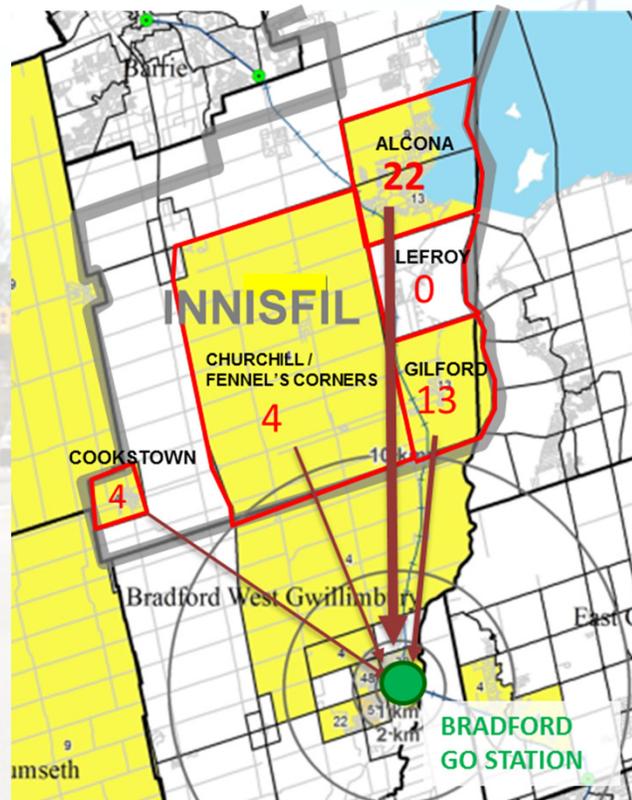
Location of Innisfil residents who use Barrie South GO Station

- About 66 Innisfil residents use Barrie South GO Station each day
- 56 are from Alcona (85%)



Location of Innisfil residents who use Bradford GO Station

- About 43 Innisfil residents use Bradford GO Station each day
- 22 are from Alcona (51%)



Innisfil GO Station Location Detailed Comparison

	6 th Line	5 th Line
Location	Assumed to be southwest quadrant of Rail line / 6 th Line but could be located in other quadrants pending detail studies	Southwest quadrant of Rail line / Belle Aire Beach Rd
Proximity to Population Market	Approximately 29,000 residents within Alcona (2031 Growth Plan plus Sleeping Lion)	Approximately 8,200 residents within Lefroy-Belle Ewart
Current Plans	None - Located within OPA #1 Alcona south development, supports Primary Settlement Area designation in Provincial Growth Plan	Currently shown in approved Lefroy Secondary Plan, and approved in 2005 GO Transit EA.
Timing	Need further studies and approval of Metrolinx.	EA approved - Next stages can be approved sooner
Station Vehicular Access	Potential access via Webster Blvd, 20 Sdrd, and St Johns Rd onto 6 th Line	Potential access via 20 Sdrd and 5 th Line/Belle Aire Beach Rd, Maple Rd, and Arnold St
Potential Local Transit Access	Can be served by future local transit service if proposed on 20 th Sdrd or 6 th Line. Proximity to population density in Alcona would support an easier connection to a 6 th Line GO Station.	Can be served by future local transit service if proposed on 20 th Sdrd or 5 th Line. Where Transit service is routed to Alcona which is designated as a growth area, a farther routing to 5 th Line would be required.
Pedestrian and Cycling Access	The larger population and more significant existing sidewalk and trail system are located within Alcona; therefore, the 6 th Line site would provide better connectivity to walking and cycling. Sidewalks and trails required on 20 th Sdrd, Webster, and 6 th Line to connect to the existing Alcona system.	Proposed trails along rail line and crossings leading to proposed GO station were identified in the Lefroy Secondary Plan; however trails on 20 th Sdrd and 5 th Line would also be required. Walk access likely not feasible from Alcona due to distance.
Supporting Improvements Required	<ul style="list-style-type: none"> • Signals at 20 Sideroad / 6th Line • Urbanization of 6th Line • Extension of Webster Blvd to 6th Line 	<ul style="list-style-type: none"> • Signals at 20 Sideroad / 5th Line • Urbanization of Belle Aire Beach Rd
Compatibility with Adjacent Development	The opportunity exists to provide High Density residential development adjacent to the 6 th Line station.	Low density residential and convenience commercial are already planned adjacent uses based on the Secondary Plan.
Location of Current GO Rail Users	Out of 109 total Innisfil GO users, 78 from Alcona (Source: Metrolinx Origin-Destination Survey)	Out of 109 total Innisfil GO users, 0 from Lefroy (Source: Metrolinx Origin-Destination Survey)
Public Support from the TMP Survey	10 out of 15 unsolicited responses recommended the Alcona location	5 out of 15 unsolicited responses recommended the Lefroy location

Innisfil GO Station Location Summary Evaluation

Criteria	6 th Line	5 th Line
Proximity to Population Market		
Current Plans		
Timing		
Station Vehicular Access		
Potential Local Transit Access		
Pedestrian and Cycling Access		
Supporting Improvements Required		
Compatibility with Adjacent Development		
Location of Current GO Rail Users		
Public Support from the TMP Survey		
Recommendation	Carry Forward	Screen Out

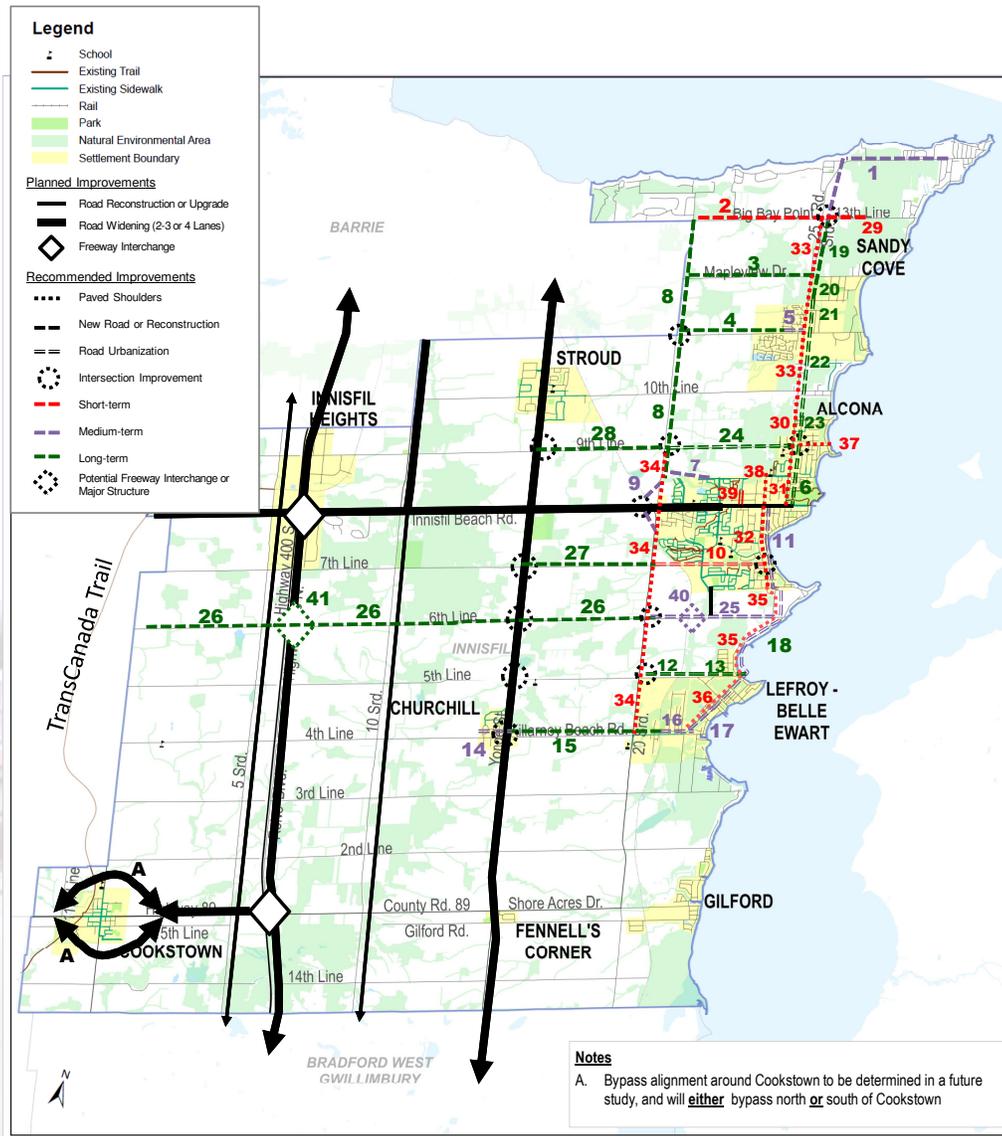
Legend: Least Preferred      Most Preferred

Recommendation: Innisfil GO Station at 6th Line

- Proximity to planned population and pedestrian and cycling access to a major facility like a GO station are keys to building liveable, sustainable communities.
- Majority of current GO users already live in Alcona

Recommended Improvements

- 6th Line interchange at Highway 400 and upgrade to Arterial Road standard
- 20th Sideroad Realignment and Leslie Drive West Extension
- No Leslie Drive East Extension
- Improvements to Adullam Ave and Willard Ave
- 6th Line GO Station
- Paved Shoulders in the short-term
- Urbanization and Road Reconstruction
- Intersection Improvements – Traffic Signals or Roundabouts



Roundabouts for Innisfil

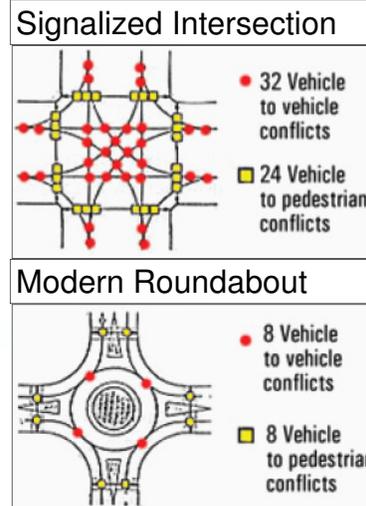
- Where signalized intersections are needed, the Town should consider implementation of the modern *roundabout*

Traffic Benefits

- Ideal for lower speed lower volume intersections
- Reduced delay due to continuous flow of traffic including left turns
- Shorter queues due to continuous movement

Safety Benefits

- Less conflict points (both vehicle to vehicle and vehicles to pedestrian)
- Lower speeds mean less severe collisions and improved driver reaction to avoid collisions



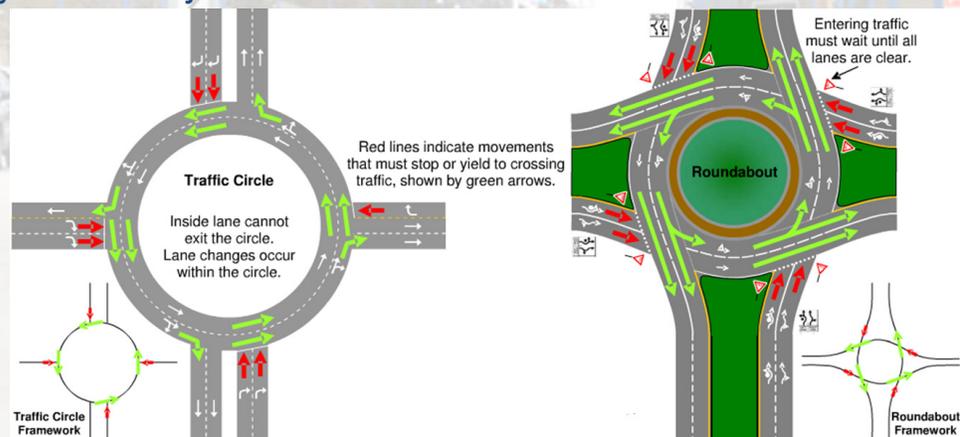
http://safety.fhwa.dot.gov/intersection/roundabouts/presentations/safety_aspects/short.cfm

Environmental Benefits

- Constant speeds reduces vehicle emissions, fuel consumption
- Less noise (no starting from stop)
- No electricity required

What is the difference between Traffic Circles and Roundabouts?

- Traffic circles are typically larger, higher speed, and primarily for visual appeal
- Roundabouts typically small, low speed, and focused on efficiency and safety



Moving Forward...

Please attend tonight's Council Meeting

Your input is very valuable to us

Project Manager

Grant Shellswell

Town of Innisfil
2101 Innisfil Beach Road
Innisfil, ON L9S 1A1
Phone: 705-436-3740
Email: gshellswell@innisfil.ca

Consultant Project Manager

Carl Wong, P.Eng

HDR Corporation
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J8
Phone: 905-882-4100 x 5234
Email: Carl.Wong@hdrinc.com

Visit our website at:

<http://www.innisfil.ca/transportation-master-plan>

Thank you!



Transportation Master Plan
 May 22, 2013
 5:00pm

Public Open House No. 3

Engineering Services

SIGN-IN SHEET

Please Print Clearly

NAME, ORGANIZATION	ADDRESS	E-MAIL ADDRESS	PHONE #	ADD TO MAILING LIST
Debbie Major	1214 Leslie Dr, Jmiston L9S 2B1	debbie@datadirect.ca	705 431 7254 Cell 416 828 4244	YES / NO <input checked="" type="radio"/>
Mary Lizotte	2377 Mission St			YES / NO <input type="radio"/>
Bob West of Franck	833 Harbour St.			YES / NO <input type="radio"/>
Barb Baguley	TOI.			YES / NO <input checked="" type="radio"/>
MJ Conway	926 Brangine Dr Tebrey	m.j.conway@me.com		YES / NO <input type="radio"/>
John O'A	111 Creditone Rd Vaughan L4K 1N3			YES / NO <input checked="" type="radio"/>
Neil Palmer		npalmer@agg.com	905-669 4133	YES / NO <input checked="" type="radio"/>

Personal information on this form/survey is being collected pursuant to the Municipal Freedom of Information and Protection of Privacy Act and will be used to collect your comments, will become part of the public record and will be published within the Environmental Study Report. For more information please contact the Project Manager, at 705-436-3710.

Thank you for your participation in this study



Transportation Master Plan
 May 22, 2013
 5:00pm

Public Open House No. 3

Engineering Services

SIGN-IN SHEET

Please Print Clearly

NAME, ORGANIZATION	ADDRESS	E-MAIL ADDRESS	PHONE #	ADD TO MAILING LIST
J. Hurst MIRIAM KING Bradford Times / Innisfil Examiner	1180 EWART.		456 4207 905-775-4471 x.223	YES / NO
Pat. Schneider Sinner Market's headbut.		miriam.king@sunmedia.ca Pat.Schneider@smdru.org	705-458-1103 x 7458 905-470-0015 x292	YES / NO
KEITHAN		KEITHAN@EA.CA.		YES / NO
Diane Sykes	1058 Lebanon Dr.			YES / NO
Bob Fowler	797 Faldlands Ave	sales@rob-jin.ca	705-436-2032	YES / NO
Scott Young	331 CITYVIEW BLVD Vaughan	Scott.Plamuelhumes.com	416-707-2167	YES / NO

Personal information on this form/survey is being collected pursuant to the Municipal Freedom of Information and Protection of Privacy Act and will be used to collect your comments, will become part of the public record and will be published within the Environmental Study Report. For more information please contact the Project Manager, at 705-436-3710.

Thank you for your participation in this study



Transportation Master Plan
 May 22, 2013
 5:00pm

Public Open House No. 3

Engineering Services

SIGN-IN SHEET

Please Print Clearly

NAME, ORGANIZATION	ADDRESS	E-MAIL ADDRESS	PHONE #	ADD TO MAILING LIST
T. GOSSEN	1068 LESLIE DR INNISFIL	thornd-mcgrath@tdrs.ca	705-436-7772	YES <input checked="" type="radio"/> NO
Therese McGrath	993 Leslie Drive			YES <input type="radio"/> NO
				YES <input type="radio"/> NO
				YES <input type="radio"/> NO
				YES <input type="radio"/> NO
				YES <input type="radio"/> NO

Personal information on this form/survey is being collected pursuant to the Municipal Freedom of Information and Protection of Privacy Act and will be used to collect your comments, will become part of the public record and will be published within the Environmental Study Report. For more information please contact the Project Manager, at 705-436-3710.

Thank you for your participation in this study

Town of Innisfil



HDR



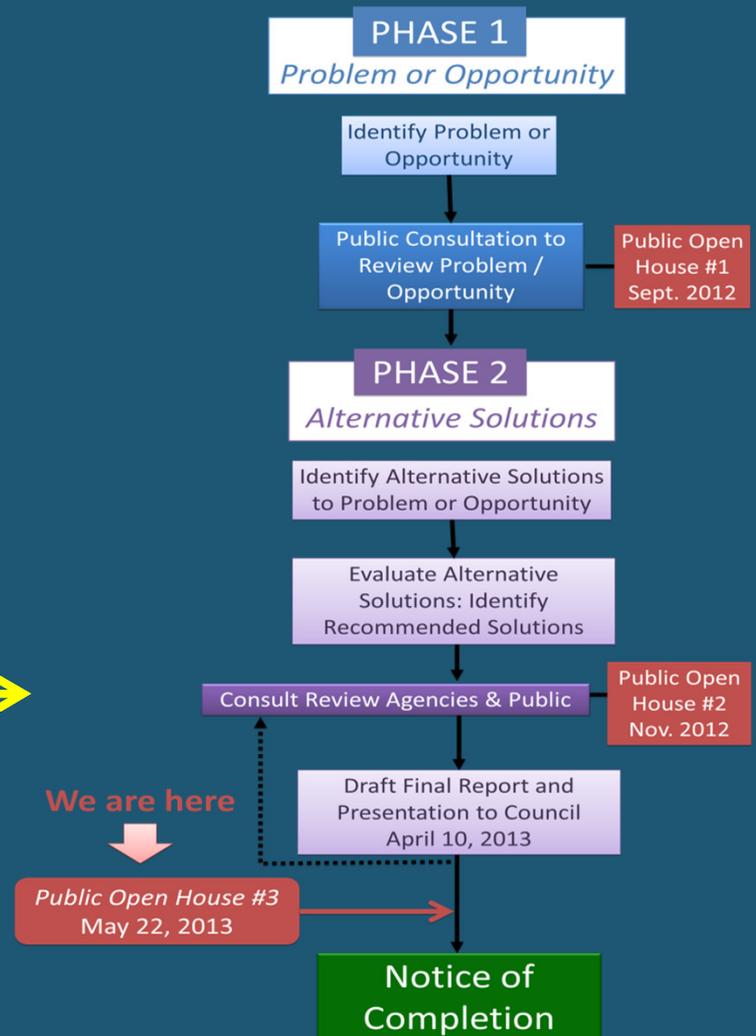
Transportation Master Plan (TMP)

Council Presentation

May 22, 2013

What is a Transportation Master Plan (TMP)?

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



Timeline of Key Inputs to the TMP

Town Milestones



External Milestones



Innisfil TMP Final Report

Growth Planning

Official Plan

- Settlement Areas
- Population

- “Protect for Community Infrastructure”
- Road Improvements
- Pump Stations
- Reservoirs

Master Plans

- Transportation Master Plan
- Transit Master Plan
- Water Master Plan
- Sewer Master Plan

Innisfil's Transportation Vision

- Innisfil's transportation network
 - Connects people and communities
 - Fosters healthy living
 - Operates efficiently across the Town as an environmentally and financially sustainable system

Recommended Transportation Plan

- Four alternative strategies were presented at Public Open House #2:
 1. Do-Nothing
 2. Business as Usual (road and intersection improvements)
 3. A Balanced Approach (road and intersection improvements, sidewalk and trail connections, TDM measures)
 4. An Aggressive Approach (Alternative 3 plus local transit service for Innisfil)
- Alternatives 3 and 4 were carried forward
 - However, only conceptual local transit opportunities were assessed. Specific transit routes and services deferred to future detailed Transit Strategy study which is outside the scope of the TMP

Traffic Policies Included in the TMP

- All-way Stop Control Warrants
- Speed Limits
- Parking/Stopping Regulations
- Community Safety Zones
- Traffic Calming

Proposed Active Transportation Connections

Legend

-  School
-  Existing Trail
-  Existing Sidewalk
-  Rail
-  Park
-  Natural Environmental Area
-  Settlement Boundary
-  New Trail
-  Paved Shoulder
- Sidewalk Rehabilitation**
-  Low Priority Sidewalk
-  Moderate Priority Sidewalk
-  High Priority Sidewalk
- Potential Trail Connections:**
-  Potential Trail Linkage or On-Road Facility
-  Potential Trail Linkage with Adjacent Municipality

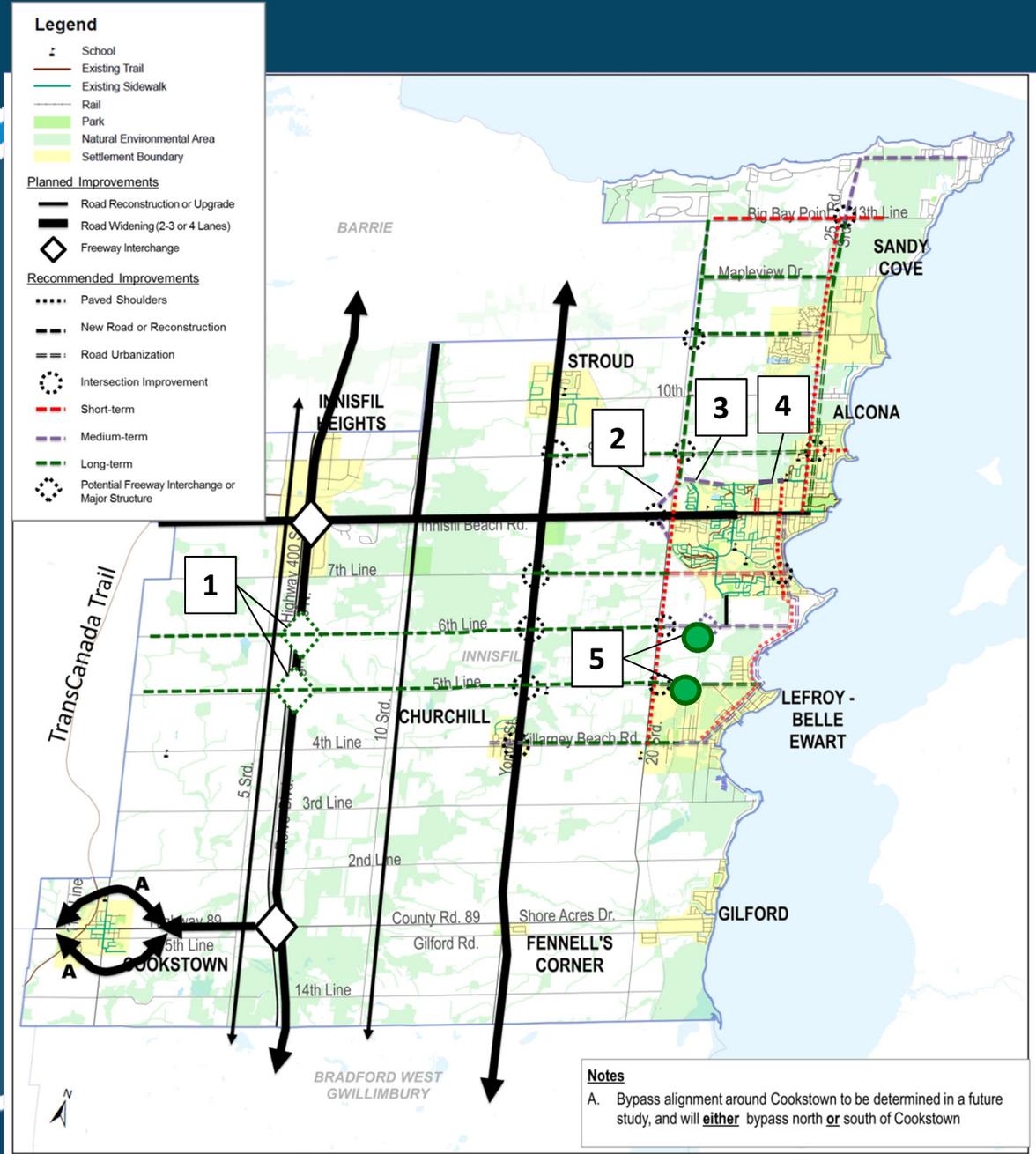
 Trails along active rail corridor were reviewed but not recommended due to property impacts and acquisition challenges.



Proposed Road and Intersection Improvements and Issues

Key Issues:

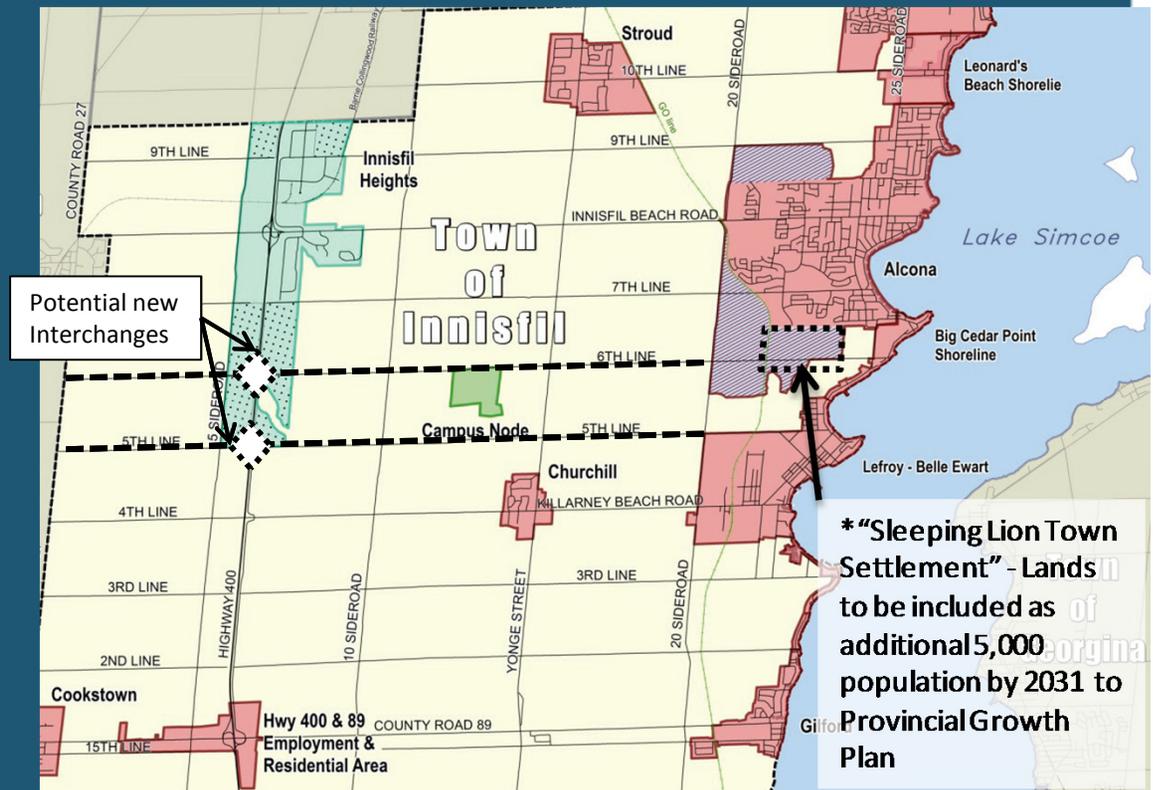
1. New Highway 400 interchange location at 5th Line or 6th Line and upgrade to arterial road
2. 20th Sideroad realignment
3. Leslie Drive West Extension (20th to Oriole)
4. Leslie Drive East Extension (Willard to Adullam)
5. Innisfil GO Station at 5th Line or 6th Line



New Highway 400 Interchange Location

- 5th Line IC identified in the OP
- Newer planning initiatives support an IC further north:
 - Alcona Primary Settlement Area
 - Innisfil Heights Strategic Settlement Employment Area
- The Innisfil TMP confirms the need for a new interchange – particularly to offload Innisfil Beach Road

Potential interchanges and arterial road upgrade relative to growth areas

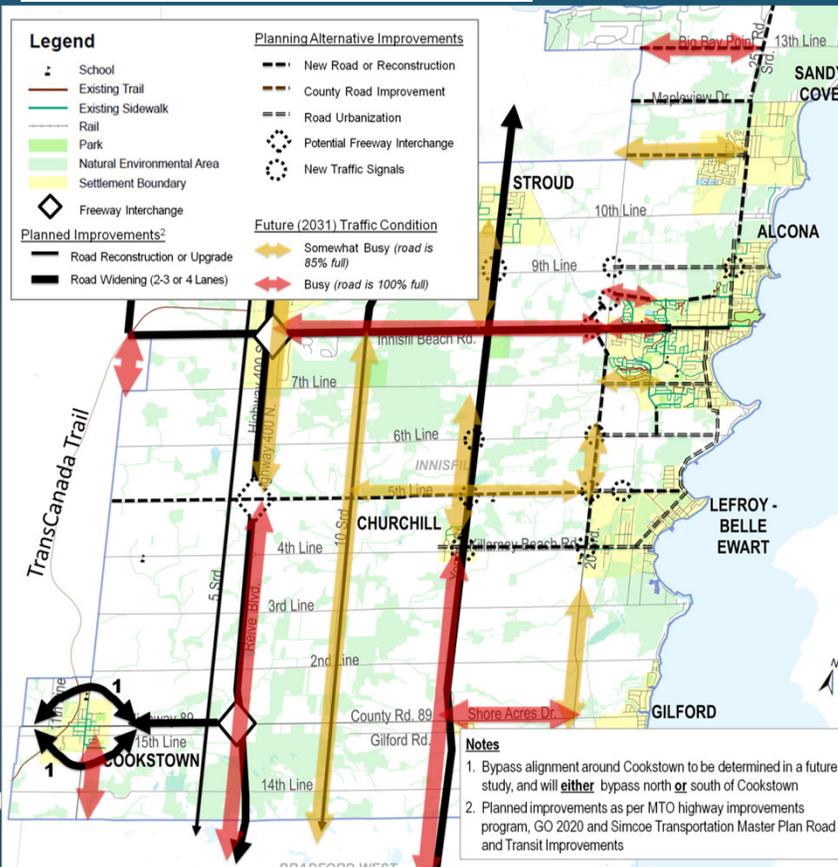


Source: Innisfil Water and Wastewater Master Servicing Plan

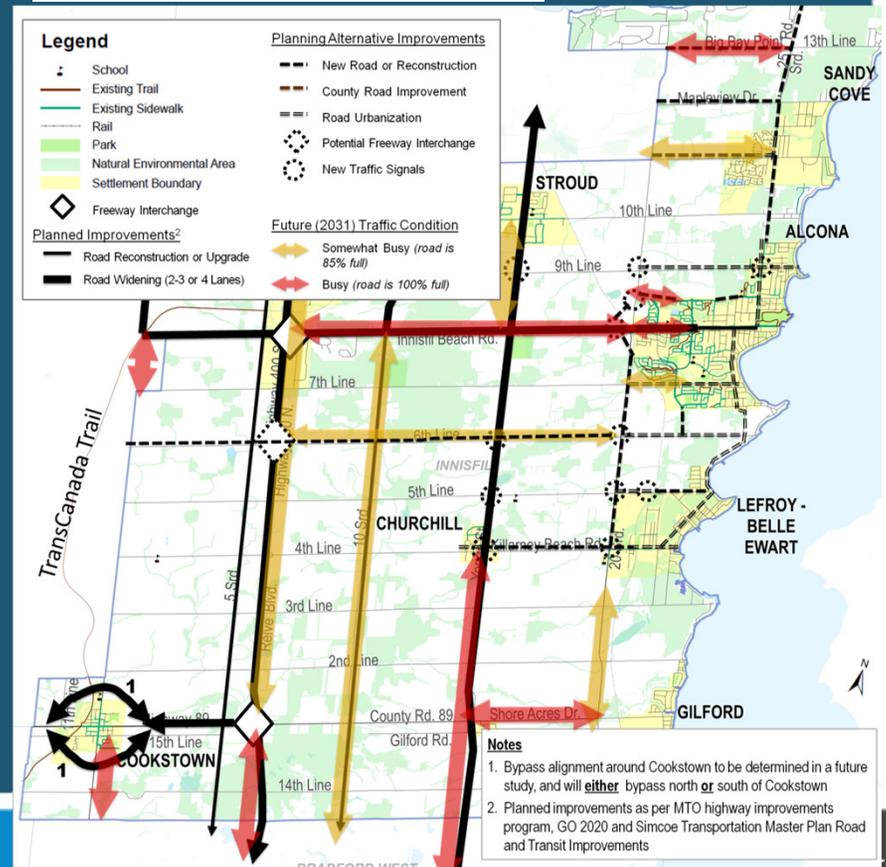
Hwy 400 IC – Traffic Analysis

- Future analysis indicates traffic benefits for 6th Line location:
 - Provides better relief to Innisfil Beach Road
 - Better utilized, and also reduces north-south traffic
 - Decreases congestion on Hwy 400, Yonge St and 20th Sdrd

5th Line Interchange model results



6th Line Interchange model results



Hwy 400 IC – Overall Evaluation

- 6th Line supports future growth
- Diverts traffic from Innisfil Beach Road

Criteria	5 th Line Interchange	6 th Line Interchange
Network-Wide Traffic Benefits		
Supports Future Growth Areas		
Environmental Impacts		
Constructability and Cost		
Interchange Spacing		
Recommendation	Screen Out	Carry Forward

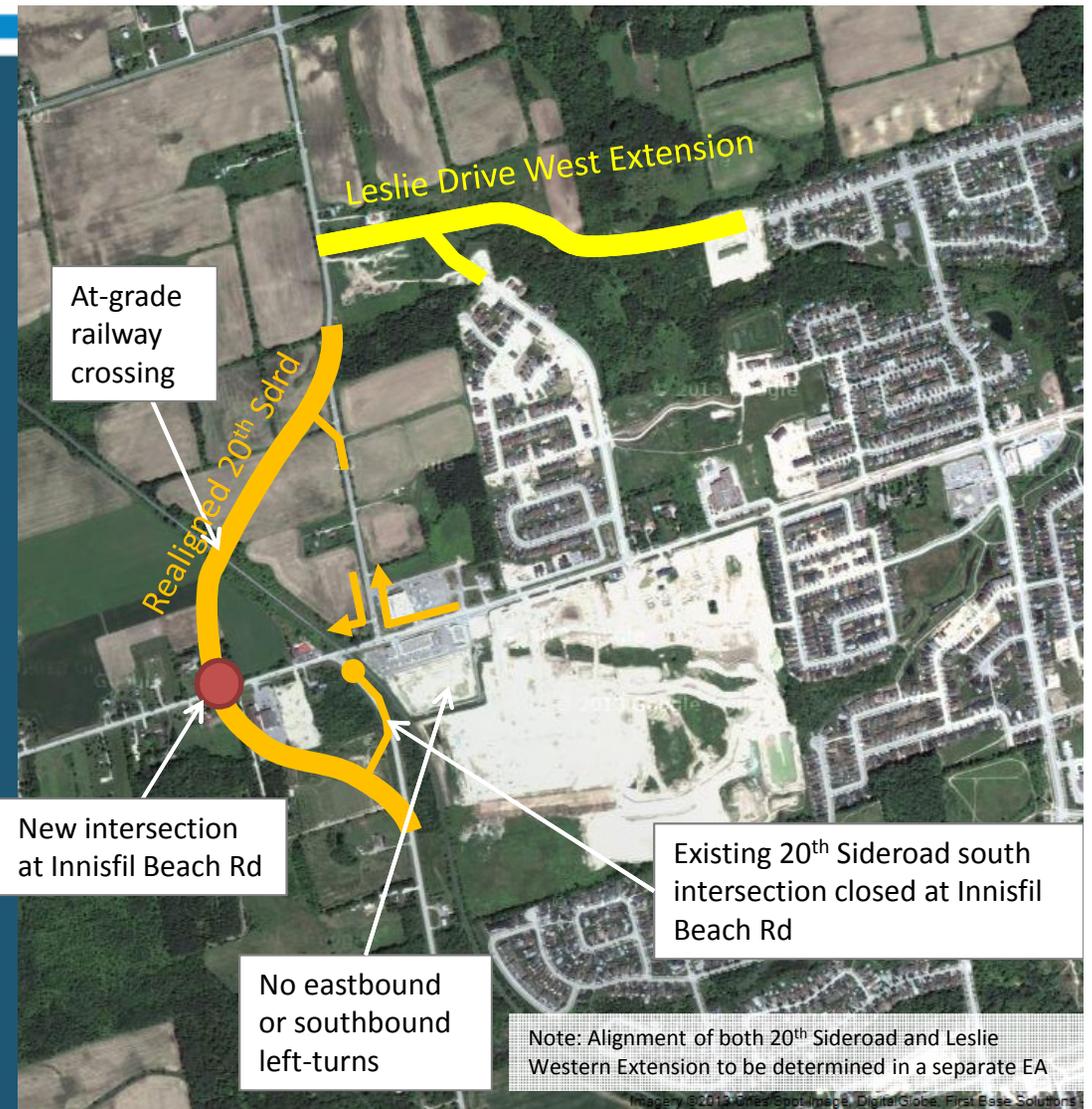
Legend: Least Preferred Most Preferred

Recommendation: 6th Line Interchange

Note: Final interchange location subject to further and detailed MTO study

20th Sideroad Realignment

- 20th Sdrd will be a key North-South Arterial Road in the future
- Increased north-south traffic demands from Friday Harbour and the Barrie Annexed Lands
- Development in Alcona and Lefroy is adjacent to 20th Sideroad (Alcona north and south SP's and Lefroy SP)
- **Significant safety concern with IBR traffic queuing on railway**
- With Leslie Drive western extension, 20th Sideroad realignment also provides an alternative route to Innisfil Beach Road



20th Sideroad Recommendation

- Safety issues across rail tracks not sustainable with increased traffic
- Alternative route to Innisfil Beach Road
- Potential active transportation corridor

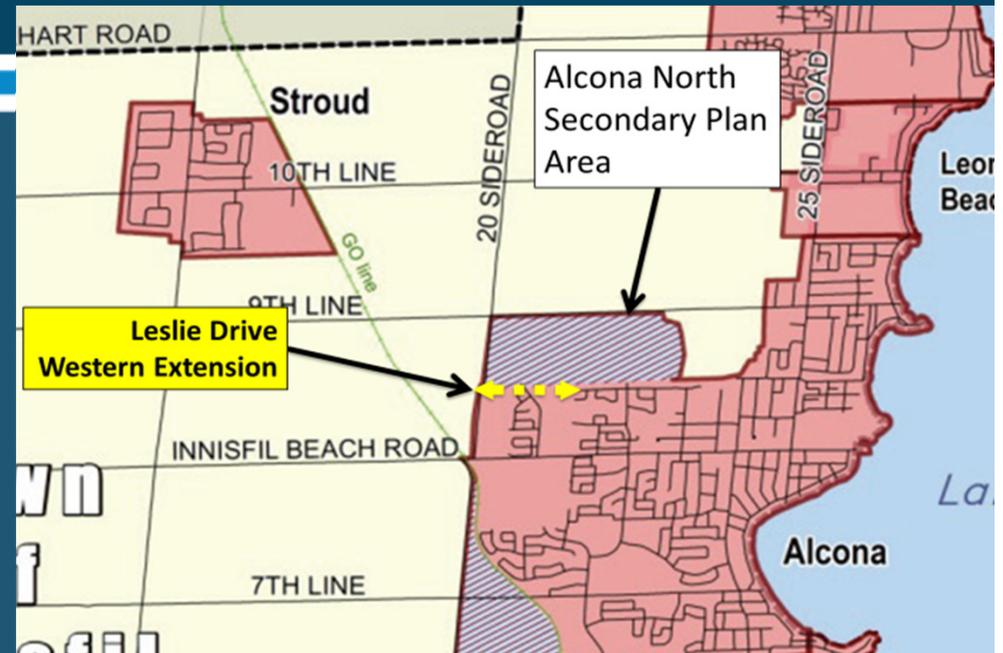
Criteria	Do-Nothing	20 th Sideroad Realignment
Network-Wide Traffic Benefits		
Community Benefits		
Supports Future Growth Areas		
Environmental Impacts		
Financial Impacts		
Recommendation	Screen Out	Carry Forward

Legend: Least Preferred      Most Preferred

Recommendation: 20th Sideroad Realignment

Leslie Drive West Extension (20th to Oriole)

- Identified in Official Plan Schedule C
- Supports the Alcona North SP
- Major collector road access to 20th Sideroad
- Potential active transportation corridor



Recommendation:
Leslie Drive West Extension (20th to Oriole)

Criteria	Do-Nothing	Leslie Drive West Extension (Oriole to 20 th)
Network-Wide Traffic Benefits	<input type="radio"/>	<input checked="" type="radio"/>
Community Benefits	<input type="radio"/>	<input checked="" type="radio"/>
Supports Future Growth Areas	<input type="radio"/>	<input checked="" type="radio"/>
Environmental Impacts	<input checked="" type="radio"/>	<input type="radio"/>
Financial Impacts	<input checked="" type="radio"/>	<input type="radio"/>
Recommendation	Screen Out	Carry Forward

Legend: Least Preferred Most Preferred

Leslie Drive East Extension (Willard to Adullam)

- Identified as major collector road in Official Plan Schedule C
- Service corridor recommended in the EA study
- Road corridor deferred to the TMP

Pros

- Completes collector road network for development up to 9th Line (Alcona North Secondary Plan)
- Improved east-west continuity and connectivity for vehicles and cyclists/pedestrians

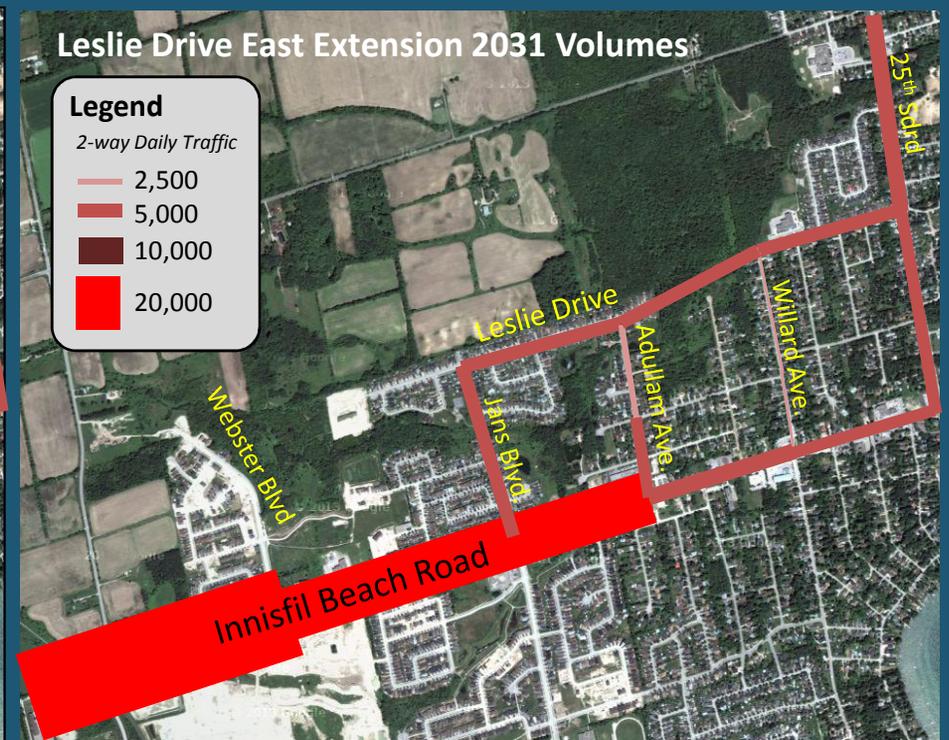
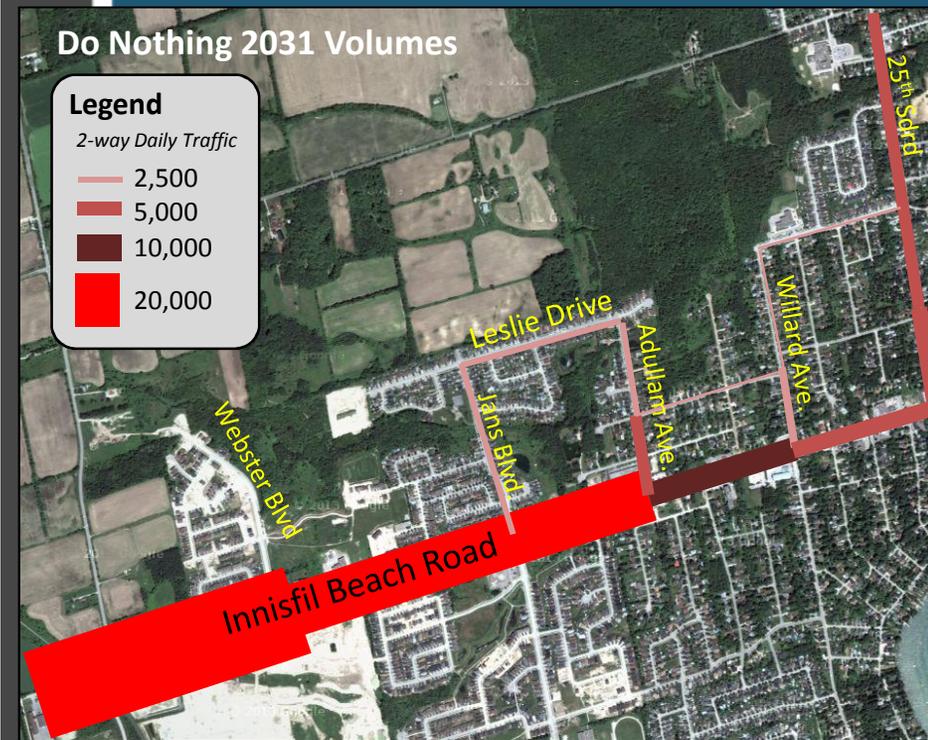
Cons

- Crosses through a provincially significant wetland



Leslie Drive East Extension (Willard to Adullam)

- With the Extension:
 - Reduces traffic on Innisfil Beach Road (Adullam Avenue and 25th Sideroad)
 - Increases traffic on Jans Boulevard (major collector)
- Without the Extension:
 - Increased traffic on Adullam Avenue and Willard Avenue
 - Upgrades on Adullam Avenue and Willard Avenue required



Leslie Drive East Extension (Willard to Adullam)

- Benefits to transportation, community, and growth outweighed by significant environmental impacts
- We have heard public concerns

Criteria	Do Nothing	Leslie Drive East Extension (Willard to Adullam)
Network-Wide Traffic Benefits		
Community Benefits		
Supports Future Growth Areas		
Environmental Impacts		
Financial Impacts		
Recommendation	Carry Forward	Screen Out

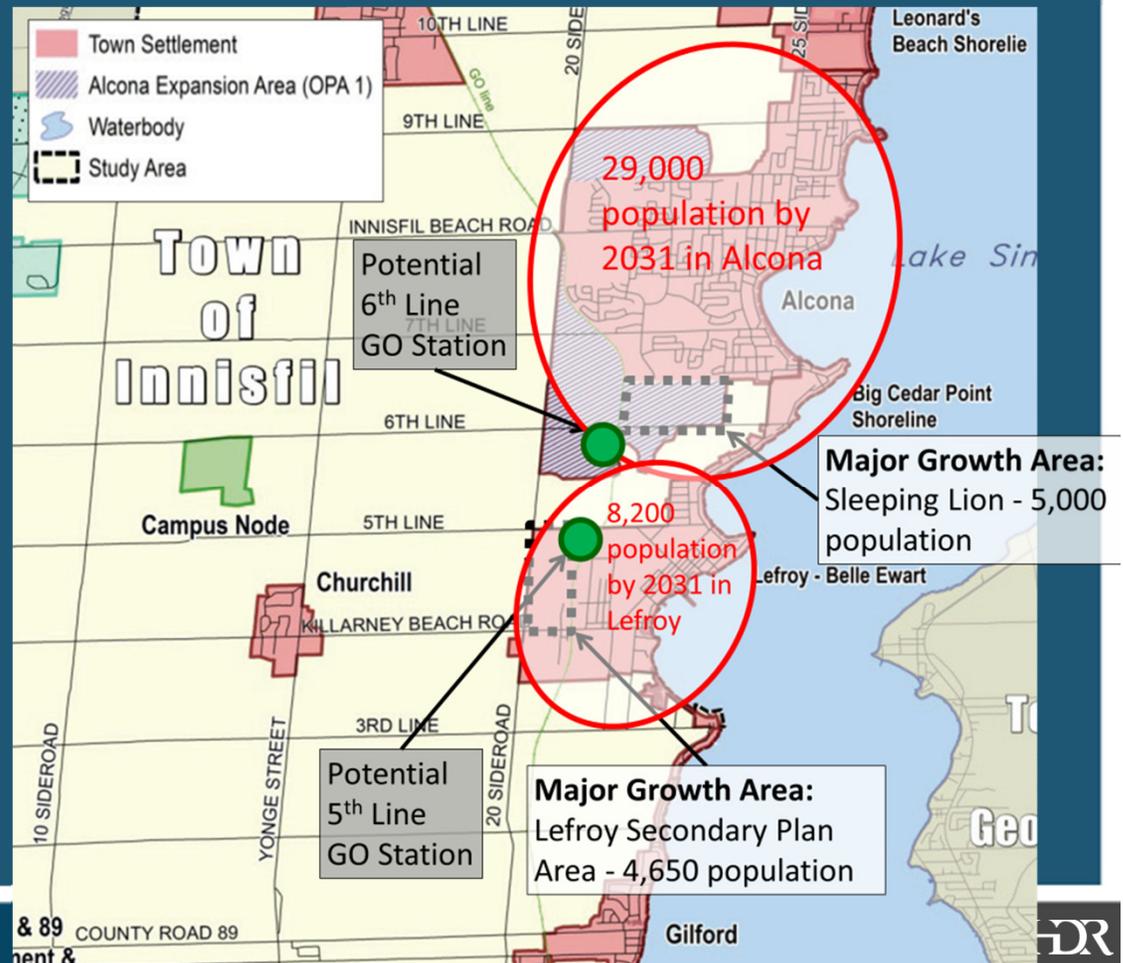
Legend: Least Preferred      Most Preferred

Recommendation: Do Nothing

Note: The Do Nothing Option will require upgrades Adullam Avenue and Willard Avenue

Innisfil GO Station Location

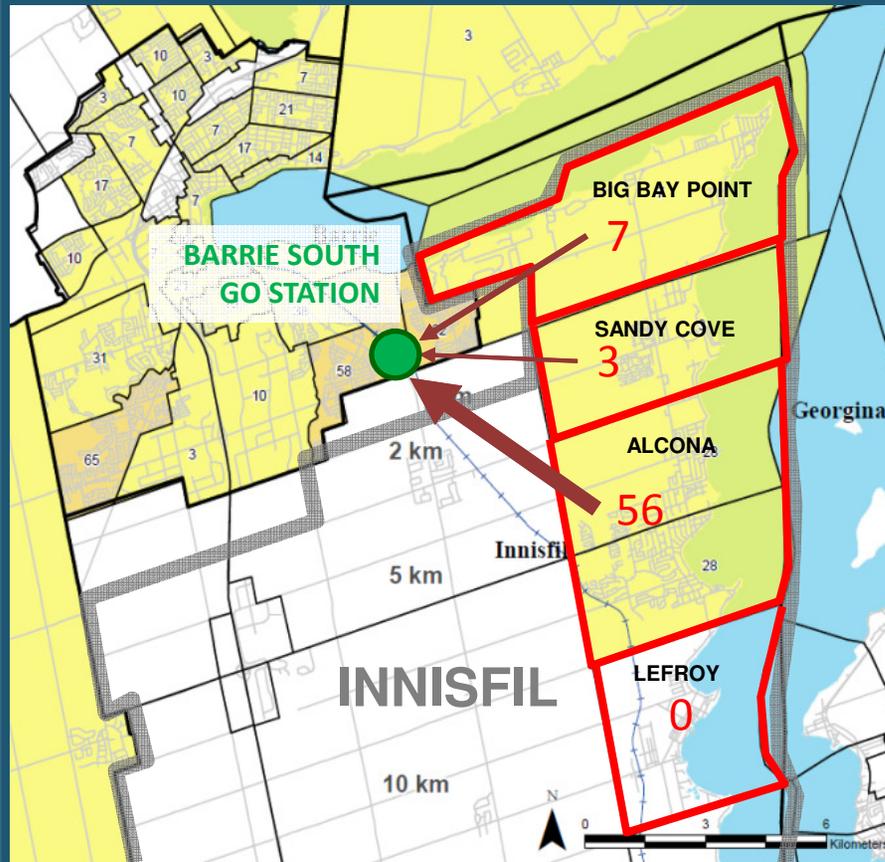
- GO Transit EA in 2005
- 3 locations assessed between 5th and 4th Line
- Locations to the north and south dismissed early because of proximity to future population growth
- 5th Line selected as the preferred site by GO Transit based on available information in 2005
- Many changes since 2005
- TMP revisiting the preferred location of the GO Station
- The 6th Line location is being reconsidered
- Alcona is a Primary Settlement Area
- Planned population growth on both sides of 6th Line comparable to the Lefroy Secondary Plan



Which GO Stations are current Innisfil Residents Using?

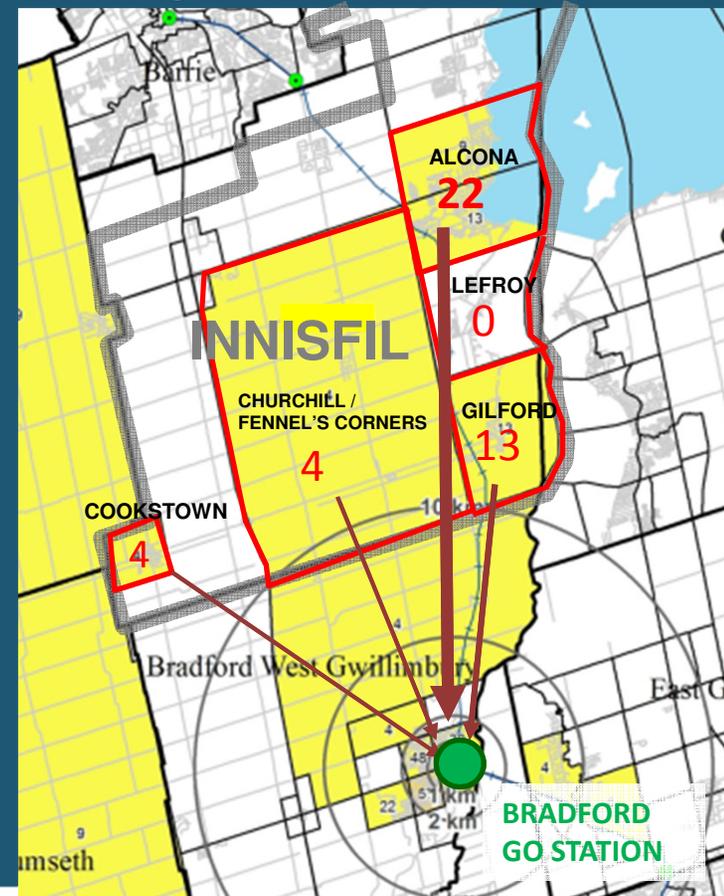
About 66 Innisfil residents use Barrie South GO Station each day

- 56 are from Alcona (85%)



About 43 Innisfil residents use Bradford GO Station each day

- 22 are from Alcona (51%)



Innisfil GO Station Location

- Innisfil should be a liveable, sustainable community
- Major facilities should be planned to maximize:
 - Proximity to planned population
 - Pedestrian access
 - Cycling access

Recommendation:
6th Line GO Station

Criteria	6 th Line	5 th Line
Proximity to Population Market		
Current Plans		
Timing		
Station Vehicular Access		
Potential Local Transit Access		
Pedestrian and Cycling Access		
Supporting Improvements Required		
Compatibility with Adjacent Development		
Location of Current GO Rail Users		
Public Support from the TMP Survey		
Recommendation	Carry Forward	Screen Out

Legend: Least Preferred Most Preferred

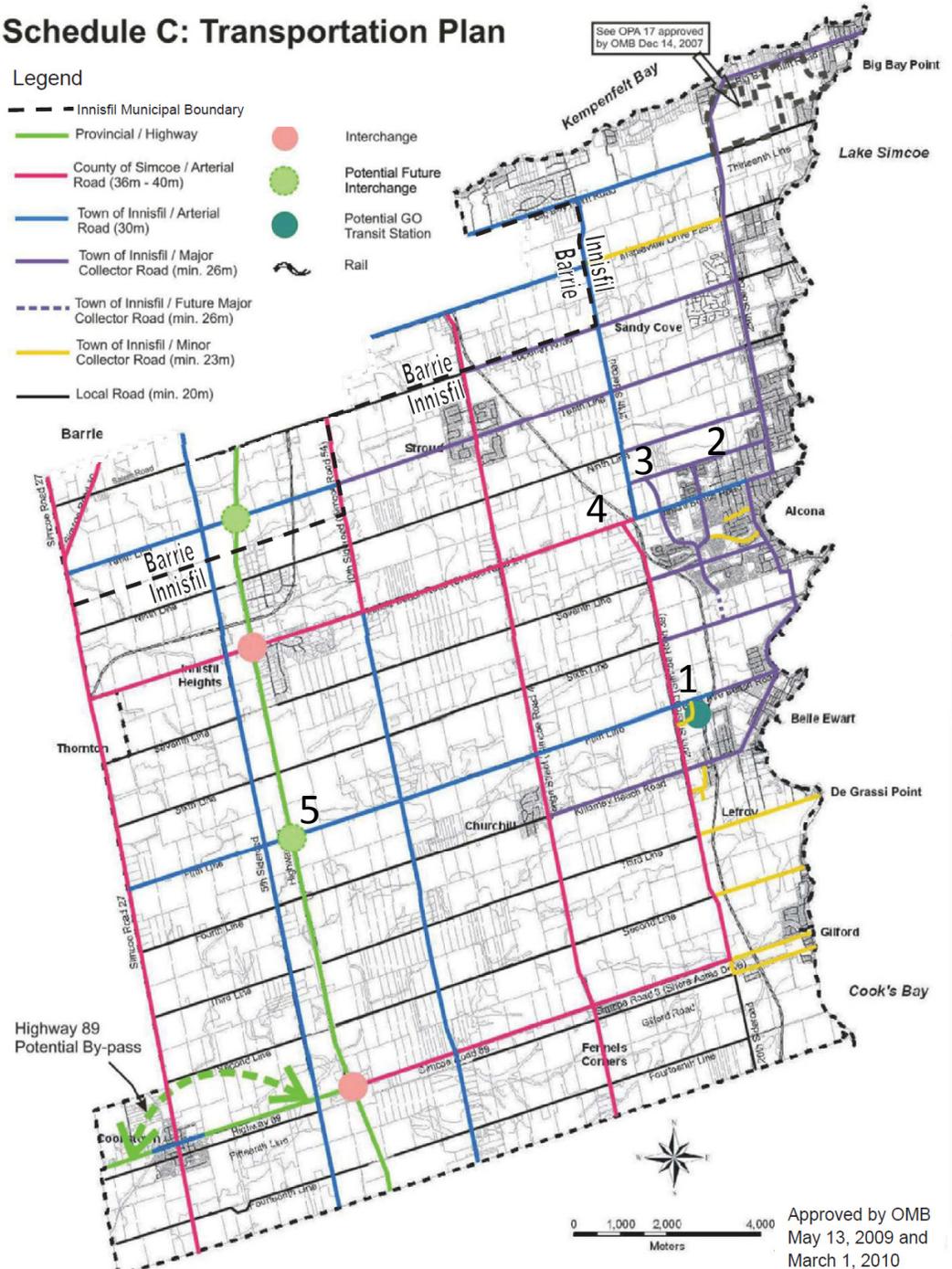
Current Official Plan Status of Key Issues

1. 5th Line interchange and arterial road upgrade
2. 20th Sideroad realignment **not** identified
3. Leslie Drive West Extension identified
4. Leslie Drive East Extension identified
5. GO Station identified at 5th Line

Schedule C: Transportation Plan

Legend

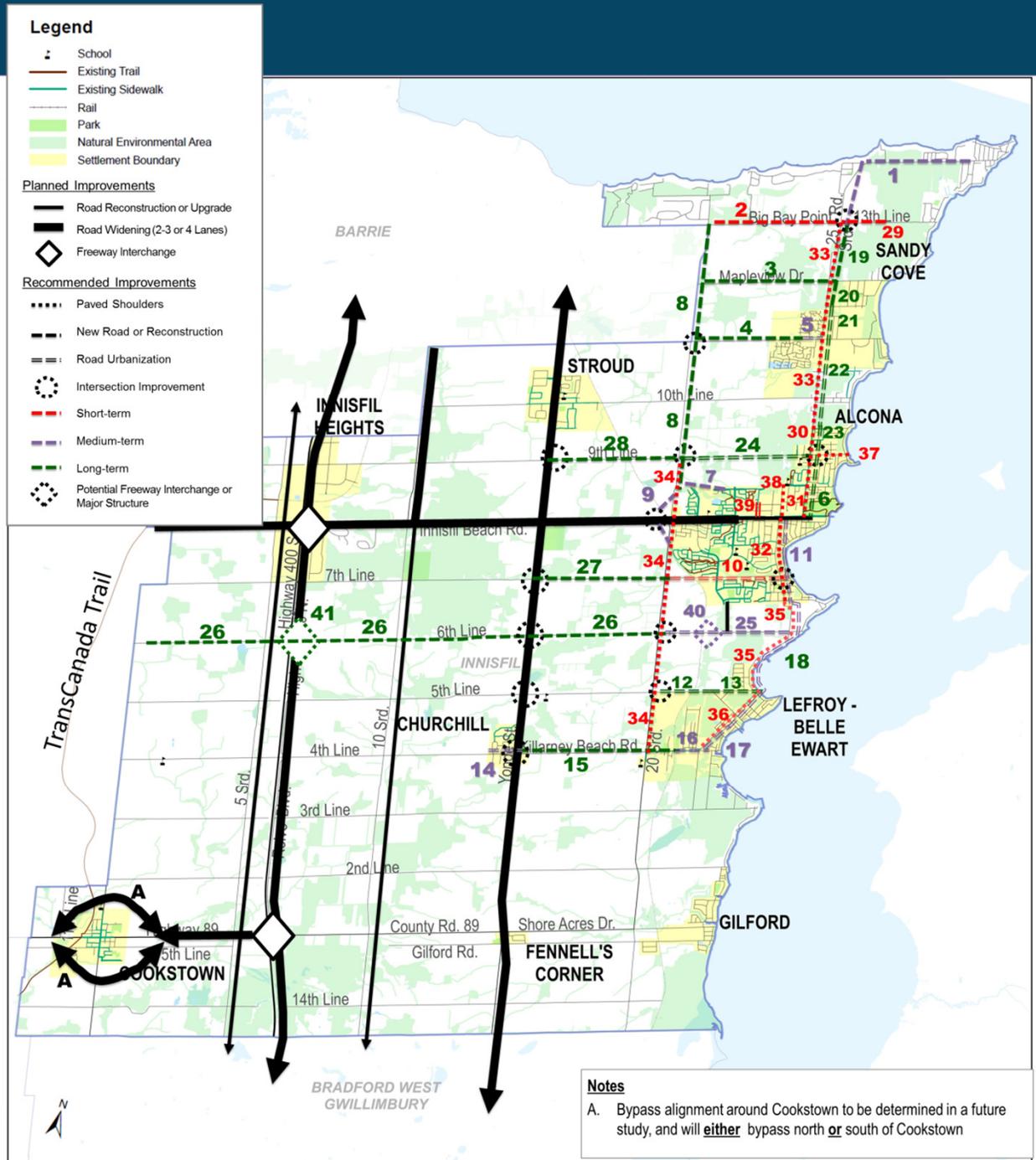
- Innisfil Municipal Boundary
- Provincial / Highway
- County of Simcoe / Arterial Road (36m - 40m)
- Town of Innisfil / Arterial Road (30m)
- Town of Innisfil / Major Collector Road (min. 26m)
- Town of Innisfil / Future Major Collector Road (min. 26m)
- Town of Innisfil / Minor Collector Road (min. 23m)
- Local Road (min. 20m)
- Interchange
- Potential Future Interchange
- Potential GO Transit Station
- Rail



Approved by OMB
May 13, 2009 and
March 1, 2010

Recommended 2031 Road Improvements

- Short-term (within 5 years)
- Medium-term (5-10 years)
- Long-term (10+ years)



BACKUP SLIDES

Total Transportation Costs

Timing	BTE+BTG	BTE	BTG
Short-term (< 5 years)	\$15,031,419	\$9,107,386	\$5,924,033
Medium-term (5-10 years)	\$77,547,294	\$15,385,732	\$62,161,562
Long-term (> 10 years)	\$166,538,781	\$66,985,785	\$99,552,996
Combined	\$259,117,494	\$91,478,903	\$167,638,591

- Total Cost: \$259M
 - Road Infrastructure: \$248M
 - Multiuse Pathways: \$11M
- Benefit to Existing (BTE) versus Growth (BTG)
 - 35% Existing: \$91M
 - 65% Growth: \$168M
- Cost by Timing:
 - 6% Short-term: \$15M
 - 30% Medium-term: \$78M
 - 64% Long-term: \$167M

Cost of Required Road Infrastructure

(excludes off-road trails)

Summary by Improvement Type	Cost
Urbanization	\$146,096,678
Reconstruction	\$83,262,410
Widening	\$0
New Construction	\$11,102,413
Paved Shoulders	\$5,756,633
Signalization	\$1,224,000
Planning studies	\$500,000
Total:	\$247,942,134
Summary by Road Class (excluding signalization and studies)	Cost
Arterial Road	\$65,941,857
Major Collector	\$172,278,239
Minor Collector	\$7,998,038
Total:	\$246,218,134
Summary by Road Environment (excluding signalization and studies)	Cost
Urban	\$11,102,413
Rural	\$235,115,721
Total:	\$246,218,134

TOWN OF INNISFIL TRANSPORTATION MASTER PLAN

COMMENT SUMMARY AND RESPONSES BASED UPON:

- May 6, 2013 Final Report
- April 10, 2013 Special Council Meeting
- Public Open House No. 2, Nov. 20, 2012
- Public Open House No. 1, Sept. 24, 2012

May 6 Final Report Comments

Item#	Date	Commenter	Comment Subject	Comment	Response
1	21-May-13	T.E. Rae, Roland Roovers, Sernas Group Inc. (GHD)	TMP May 2013 Final Report Review	Question why there is no Post Period Benefit to assess benefit beyond 2031	The focus of the TMP was to provide a cost estimate for input to the DC Study. Other detailed DC methodologies including accounting for benefits beyond 2031 are outside of the scope of the TMP Study.
				Road Urbanization Projects Urbanization upgrades would occur over time without expansion. Allocation of 90% of urbanization project costs to growth does not comply with the DC Act, and should be allocated entirely as BTE.	We disagree that urbanization upgrades would occur over time without expansion. For the purposes of the TMP study costing, we feel this assumption is reasonable but the DC background study to be conducted by the Town may revisit these details.
				20th Sideroad Bypass (p.118-120) For the 20th Sideroad Realignment, previous TMP report recommended grade separation with a total project cost of \$6.7M. The current May TMP report recommends an at-grade crossing, but the project cost of \$6.7M was not revised. Clarification is required.	The \$6.7M was the estimated cost for the Highway 400 Interchange and not the bypass.
				20th Sideroad Bypass (p.118-120) Question why 20th Sideroad realignment is allocated 100% to growth. In our opinion there is significant benefit to existing users of 20th Sideroad. We estimated that minimum 50% BTE is a reasonable allocation of costs on the basis that the population is to double during the planning horizon. We also expect there would be an amount attributable to PPB. Please provide further analysis / justification to the growth allocation.	For TMP costing, our methodology assumed that all new construction is 100% attributable to growth - this assumption is in line with other DC costing analysis undertaken for municipalities in Ontario. The DC update study may revisit this allocation.
				Leslie Drive Extension (p.121-124) We are supportive of the Leslie Drive West Extension between 20th Sideroad and Oriole Crescent	Thank you for your comment
				Intersection Improvements and Signalization: (p.135-141) We note that several intersections were not analyzed including four additional intersections that are identified as possible candidates for signalization. Further clarification is required since item 45 of Table 10-6 allocates a cost for these signalizations.	Based on anticipated traffic volumes in the traffic model and the location of future growth, we estimated that additional signalization / intersection improvements would be required at these identified intersections which are mostly located along Yonge Street / County Road 4 where very high north-south traffic is anticipated.
2	22-May-13	Harry Froussios, Zelinka Priamo Ltd	TMP Review Draft Final Report (May 2013)	Capital Cost Calculation (p.155-156): We would like the opportunity to review the details of how the benchmark capital costs were derived to confirm whether these unit costs are fair and reasonable.	Unit costs were provided by the Town and were also sourced from the road needs study
				Encouraged by latest revision to 20th Sideroad Realignment plans to maintain the northern leg of current 20th Sideroad at IBR. This road currently provides frontage along our clients' lands. Maintaining this stretch of 20th Sideroad is more consistent with the approved site plan and developed portion of the site for truck access, loading activity, and overall traffic circulation.	Thank you for your comment
				Acknowledge that the proposed restriction to RIRO movements will be implemented as part of the 20th Sdrd Realignment. Proposed RIRO restriction is consistent with the recommendations of the October 2008 Comprehensive Traffic Evaluation by CC Tatham and Associates prior to the development of the food store.	Thank you for your comment
3	22-May-13	N. Jane Pepino, AIRD & BERLIS LLP	Location of Future GO Rail in Innisfil	We have concerns with respect to the funding for the proposed improvements and the suggested allocation of 100% of the 20th Sideroad realignment costs being attributed to future growth in the Development Charges (DC) By-law, indicated as item 7 in Table 10-6. We reserve the right to address funding for this project at such time when the Town prepares a DC Background Study in support of an amendment to the DC By-law.	For TMP costing, our methodology assumes that all new construction is 100% attributable to growth. This allocation can be revisited through the DC Background Study.
				Objection to any possible relocation of the GO Rail Station away from the 5th Line. To do so is contrary to the approved Environmental Assessment and Official Plan, and to one of the key principles included in the settlement between the LSAMI landowners and the Town.	Since the completion of the EA in 2005 and adoption of the Official Plan in 2006, the Province has since completed the Growth Plan January 2012 Amendment in which Alcona is designated as a Primary Settlement Area. The location of the GO station was re-examined in light of this new information. The justification and evaluation of GO station locations are detailed in the May 3 report
4	21-May-13	George & Bernadette Macha	Lebanon Dr	As a resident on Lebanon dr I am against the road widening on our street and disagree that it should be used as a bypass or main route.	Thank you for your comment - there is currently no recommendation for road widening on Lebanon Drive
5	22-May-13	J&M Racioppo	Adullam Avenue	One of our neighbors brought this to our attention yesterday. We live on Adullam Avenue and do not want to see our street widened. There appears to be quite a bit of traffic already, and with the addition of the new subdivision on our street it will be increasing. There are many families with children and it would be great to keep our street the way it is. We like to see another solution.	The proposed improvement to Adullam Avenue is for Urbanization which will provide a sidewalk on both sides of the street for enhanced pedestrian safety.

April 10, 2013 Special Council Meeting Comments

Item#	Date	Commenter	Comment Subject	Comment	Response
1	9-Apr-13	Scott Young, Lormel Homes / Bellaire Properties Inc	Planned Lefroy GO Station	Relocation of the planned GO Station for Lefroy to 6th line is contrary to the approved EA. This will significantly impact home sales adjacent to 5th Line in the Bellaire Properties Subdivision. Concerns have also been raised from existing neighbourhood who has previously expressed strong intent to keep the GO station in the Lefroy Area. We ask that you provide written justification for such a change and reconsider your intent to move the GO Station from the planned Lefroy location.	Since the completion of the EA in 2005 and adoption of the Official Plan in 2006, the Province has since completed the Growth Plan January 2012 Amendment in which Alcona is designated as a Primary Settlement Area. The location of the GO station was re-examined in light of this new information. The justification and evaluation of GO station locations are detailed in the May 3 report
2	10-Apr-13	Peter Campbell	Proposed GO Station in Lefroy	To locate a GO station in a vacant field at a location already dismissed in the Metrolinx EA years ago seems inappropriate and may cause years of delay for it to get built or prevent GO from agreeing to have a station in Innisfil at all. I have made a significant investment in my new home and the location of the GO station at 5th line materially impacts on that investment and is not right. Please support keeping the GO station where it is shown in your Official Plan on 5th line.	The 6th Line location was dismissed by GO Transit in 2005 because there was no residential development planned at 6th Line. There was no detailed evaluation of that location in the 2005 EA. With the Primary Settlement Area designation for Alcona, that rationale for dismissal is no longer valid.
3	10-Apr-13	Luka Kot, Cortel Group	Special Meeting of Council - TMP	We have completed a preliminary review of the Innisfil TMP Final Report (March 2013) and are supportive of the Town of Innisfil's direction.	Thank you for your support
4	10-Apr-13	Harry Froussios, Zelinka Priamo Ltd	Transportation Master Plan	Future realignment of 20th Sideroad has potential impacts on current and future development for two properties with frontage along 20th Sideroad.	Comment noted. A future EA and design study will address property impacts and requirements when the alignment is examined at a more detailed level.
5	10-Apr-13	Harry Froussios, Zelinka Priamo Ltd	Transportation Master Plan	Potential impacts of the realignment are not stated in the report (preliminary or otherwise), as it relates to property owners that enjoy access off of 20th Sideroad north of Innisfil Beach Road.	Potential access impacts are now included in the May 3 report. A future EA and design study will address all impacts when the alignment is examined at a more detailed level.
6	10-Apr-13	Harry Froussios, Zelinka Priamo Ltd & Ken Chan, LEA Consulting Ltd	Transportation Master Plan	The identified infrastructure improvements have not been properly screened to ensure that the 20th Sideroad realignment is the "preferred solution" for the "identified" capacity restraint. Technical supporting documentation within the TMP supporting the 20th Sideroad as a preferred solution was not found.	Additional details on the justification have been added in the May 3 report and considered transportation and non transportation criteria. Primary drivers of the realignment include improving the overall safety of the corridor as the current situation is not sustainable with increased traffic and queues on Innisfil Beach Road.
7	10-Apr-13	Harry Froussios, Zelinka Priamo Ltd & Ken Chan, LEA Consulting Ltd	Transportation Master Plan	The identified "alternative solutions" for the TMP should not be the screening criteria for the 20th Sideroad realignment.	Agree. Further information on the justification has been added to the May 3 report.
8	10-Apr-13	Harry Froussios, Zelinka Priamo Ltd & Ken Chan, LEA Consulting Ltd	Transportation Master Plan	Traffic model calibration concerns - LEA is concerned that the existing model calibration methodologies will lead to overestimation of the 2031 traffic projection. Due to the uncertainty of the existing traffic model calibration, we have reservations regarding the future traffic capacity constraints as identified in the TMP.	The existing model calibration findings are documented in the report and based on the results of that exercise, we believe the forecast results are defensible.
9	10-Apr-13	Harry Froussios, Zelinka Priamo Ltd & Ken Chan, LEA Consulting Ltd	Transportation Master Plan	2013 Intersection analysis - Section 5.4.3 it is unclear how the future traffic volumes were projected or what actual traffic volumes was used.	Future volumes were projected using a combination of the transportation model to determine growth rates that were applied at the approaches and turning movements.
10	10-Apr-13	Harry Froussios, Zelinka Priamo Ltd & Ken Chan, LEA Consulting Ltd	Transportation Master Plan	Daily Traffic projection across 20th Sideroad (Section 8.4.1 - Table 8). Based on the table provided the provision of BOTH Leslie Drive and the 20th Sideroad will result in a daily reduction of 2,400 vehicles on Innisfil Beach Road or 240 vehicles in the peak hour (2-way). Looking also at the table in Section 5.4.3, it is unclear so the the traffic reduction benefits the proposed 20th Sideroad realignment would have.	Specific to the need for a 20th Sideroad realignment, the 2031 intersection analysis at Innisfil Beach Road and the 20th Sideroad north and south intersections both clearly show intersection operation deficiencies for the northbound approach and southbound approach. Further to the constrained intersection capacity, there is also a safety issue with respect to growing traffic queues spilling back from the intersections over the train tracks. Also, constraints to north-south capacity on Yonge Street in the future will push more and more north-south traffic on to 20th Sideroad, and elimination of the existing jog through the proposed realignment bypass will make 20th Sideroad a feasible north-south option crossing Innisfil Beach Road.

Public Open House No. 2, Nov. 20, 2012 Comments

Item#	Date	Commenter	Comment Subject	Comment	Response
1	20-Nov-12	Name withheld for privacy	Existing Issues Presented	Short term + long term opportunities: 1. Short term- reduce width of lanes on St. Johns road and install walking or cycling lanes on each side as per our boards. Slow traffic down, even if it means installing rubber speed bumps 2. Curtail heavy truck traffic in Cookstown during the weekend. 3. Imperative town be brought together via trails/transportation	TMP has recommended paved shoulders on St. Johns road and lanes are proposed to be 3.75m wide which will be more narrow than today. As well, an active transportation network has been recommend and will connect communities within the Town. Heavy truck traffic diversion will be part of the Bypass EA study that MTO will be undertaking
			Town's Transportation Vision	1. Slow to react to GO station opportunity ; 2. Short term shuttle service to Barrie, Cookstown, Guilford etc.	Transit opportunities do exist for shuttle service but will be further assessed in a separate Transit Master Plan or Transit Strategy Study. The GO station is not currently funded by Metrolinx and is not in their short term priority projects. The Town and Metrolinx will continue to work together to bring a GO station in Innisfil.
			Planning Alternatives	Don't waste opportunity. Start to act now.	Proposed improvements have been recommended in a phased strategy so that the Town can afford to implement the improvements. In 2014 there will be improvements to select road corridors.
			Material and Displays	Excellent	Thank you for your support

Public Open House No. 1, Sept. 24, 2012 Comments

Item#	Date	Commenter	Comment Subject	Comment	Response
1	24-Sep-12	Name withheld for privacy	Existing Issues Presented	Issues presented are a reflection of needs	We agree and the TMP has provided improvements to address multi-modal needs
			Future Planned Works	GO station should be planned and budgetted in the next couple of years, and a connection between the GO station and Yonge Street needs to reviewed	The GO station is not currently funded by Metrolinx and is not in their short term priority projects. The Town and Metrolinx will continue to work together to bring a GO station in Innisfil. A future transit strategy study will be undertaken by the Town to examine specific routes - we do support a potential in our TMP support as part of a loop service in Innisfil
			Material and Displays	Would like to see community connected with bike lanes. Would like a 4-5 foot path provided on Innisfil Beach Road between 20th Sideroad and the recreational centre. The sidewalk prioritization did not meet the needs of residents. Urbanization of St Johns road was not in the 2009 study.	The TMP has recommended the coordination of an active transportation corridor on Innisfil Beach, which the County is responsible for implementing. The TMP has also recommended a network of bike lanes/trails and paved shoulders to improve network connectivity within Innisfil. We have re examined the active transportation needs and have added to the prioritization plan. We are recommending the urbanization of St. Johns road in the long term so a more cost effective solution can be implemented sooner through paved shoulders. This will help the Town to manage and afford the cost of improvements over the next 20 years.
2	24-Sep-12	Name withheld for privacy	Existing Issues Presented	a. No costing per unit and or usage; b. Cost to taxpayer for min. usage	Costs have been included in the TMP report in Chapter 10
			Future Planned Works	a. Capital Cost b. Maintenance Cost c. Desired that the local area getting the improvement pick up costs, and not allocated to all taxpayers	The development charges by law determines the allocation based on the type of improvement. In some cases, the costs are attributable to the Town and other costs are attributable to new developments.
			Material and Displays	a. Well done; Stated that cost estimates of improvements were not available.	Costs have been included in the TMP report in Chapter 10