

# Appendix A

## TMP Survey Questionnaire and Analysis







## **Transportation Master Plan Update Questionnaire**

**March 2017**

The Town of Innisfil has initiated a Transportation Master Plan (TMP) Study to provide an update to the TMP study completed in 2013. This is a long-term plan that will guide the Town towards a future transportation network that meets the *Inspiring Innisfil 2020* vision to grow, connect, and sustain, building on Provincial plans, County of Simcoe plans, and the Town's Official Plan – Our Place.

We value your input on the Town's Transportation Master Plan Update Study. Interested persons may also provide comments throughout the duration of the study.

Please feel free to forward the questionnaire to others.

Thank you for completing this questionnaire. For questions or comments, please contact:

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**1. Which area of Innisfil do you live in (please check only one)?**

- |  |  |
|--|--|
| <input type="checkbox"/> Big Bay Point | <input type="checkbox"/> Innisfil Heights                          |
| <input type="checkbox"/> Sandy Cove    | <input type="checkbox"/> Cookstown                                 |
| <input type="checkbox"/> Alcona        | <input type="checkbox"/> Stroud                                    |
| <input type="checkbox"/> Lefroy        | <input type="checkbox"/> Churchill                                 |
| <input type="checkbox"/> Belle Ewart   | <input type="checkbox"/> Fennell's Corner                          |
| <input type="checkbox"/> Gilford       | <input type="checkbox"/> Barclay (Town Hall, Recreational Complex) |
| <input type="checkbox"/> Other         |  |

**2. What age group do you fall into?**

- 18 and under
- 19-25
- 26-45
- 46-65
- More than 65 years old

**GENERAL TRANSPORTATION**

**3. Please place an "x" to show how important the items below are to you, right now.**

Concern	Very important	Important	Somewhat important	Not important
Reduce road / traffic congestion				
Improve road safety				
Install more sidewalks, cycling path, and trails				
Provide safe, accessible, and comfortable roads for all road users				
Upgrade more gravel roads to paved roads				
Provide efficient and affordable transit or micro-transit services				

Other concerns (please describe)?

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**ACTIVE TRANSPORTATION**

**4. How often do you currently walk or cycle to get around for work/school purpose trips?**

- Daily
- A few times per week
- A few times per month
- Rarely
- Never

**5. How often do you currently walk or cycle to get around for recreational trips?**

- Daily
- A few times per week
- A few times per month
- Rarely
- Never

**6. Would you walk or cycle more often if safer, more accessible infrastructure was provided (i.e. more sidewalks, cycling pathways separated from traffic)**

- Yes
- No

**7. Where should the Town prioritize building new sidewalks (choose maximum of three):**

- |  |   |
|--|---|
| <input type="checkbox"/> Innisfil Recreational Complex (IRC) | <input type="checkbox"/> Places of Worship          |
| <input type="checkbox"/> Libraries                           | <input type="checkbox"/> Employment areas           |
| <input type="checkbox"/> Schools                             | <input type="checkbox"/> Shopping Centres           |
| <input type="checkbox"/> Other (please specify)              | <input type="checkbox"/> Residential neighbourhoods |

**TRANSIT**

**8. Are you willing to use the on-demand transit (Uber) system?**

- Yes
- No
- Not sure / what transit system?

**9. What types of trips would you use the Uber service for?**

- Work
- School
- Shopping

- Recreational / Social
- Other Personal (e.g. Doctor's appointment)

**10. What might be your biggest concern (if any) with a potential Uber-style, on-demand micro-transit service?**

- The cost of the service
- The waiting time for the service / availability of drivers
- If the service requires appointment in advance
- The technology aspects (for example, installing and using an application on smartphone)
- Other (please describe) \_\_\_\_\_

**GO TRANSIT**

**11. Do you currently use GO Train or bus service?**

- Yes (frequently – weekly, sometimes – monthly)
- No

**12. How would you get to the proposed Innisfil GO Station (6<sup>th</sup> Line)?**

- Drive and Park
- Get a ride
- Bicycle
- Walk
- Use a taxi service (Uber or traditional taxi)

**13. Do you have any other issues or ideas about transportation in Innisfil today, or in the future?**

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# Memo

Date: Friday, July 14, 2017

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Project: Innisfil Transportation Master Plan Update 2017

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To: Town of Innisfil

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From: HDR

Subject: Innisfil TMP Survey Detailed Analysis

The Town of Innisfil has initiated a Transportation Master Plan (TMP) study to provide an update to the TMP study completed in 2013. This is a long-term plan that will guide the Town towards a future transportation network with opportunities for all modes of travel.

A key component of the Transportation Master Plan study is consultation with stakeholders, regulatory agencies, and the general public. In regard to consultation with the public, a public opinion survey was conducted to understand the transportation needs and concerns of the Town residents, particularly with regards to current issues with the transportation network and opportunities for active transportation and public transit improvements.

The following sections of the memo outline the survey methodology, present the results, and discuss the findings.

## 1. Survey Methodology

The Transportation Master Plan Survey was designed jointly by HDR and the Town of Innisfil. Residents of Innisfil were first notified of the survey through the Town's website, but were also notified by Town staff when they were at the Town Hall or when they contacted the Town through phone. Hard copies of the survey were available at public libraries and the Town Hall to complete. The survey was conducted from March 2017 to May 2017. The surveys were self-enumerated, with the choice of completing an internet-based survey or a paper-based survey.

The purpose of the survey was to understand people's travel behavior and attitudes towards transportation needs within the Town of Innisfil. Survey questions focused on finding out how respondents currently travel, how important they perceive various potential improvements to the transportation system to be, and whether and how their travel behavior would change if certain initiatives were implemented. The survey was also designed to allow respondents the opportunity to identify issues and opportunities from their perspectives. Open-ended responses were included for respondents to include detailed feedback on several current and proposed improvements, as well as any other comments or concerns related to transportation in the Town.

The survey is not intended to be statistically reliable but is considered representative of true views and opinions of the residents in the Town of Innisfil.



The full paper version of the Transportation Master Plan Questionnaire is provided attached to this memo.

## 2. Survey Results

A total of 324 responses were received for survey at the conclusion of the survey on June 6, 2017, including 241 responses for the online survey and 83 responses received for the paper survey. This sample size represents the opinions of approximately 1% of the population of Innisfil.

All survey responses were included in this analysis, including incomplete surveys.

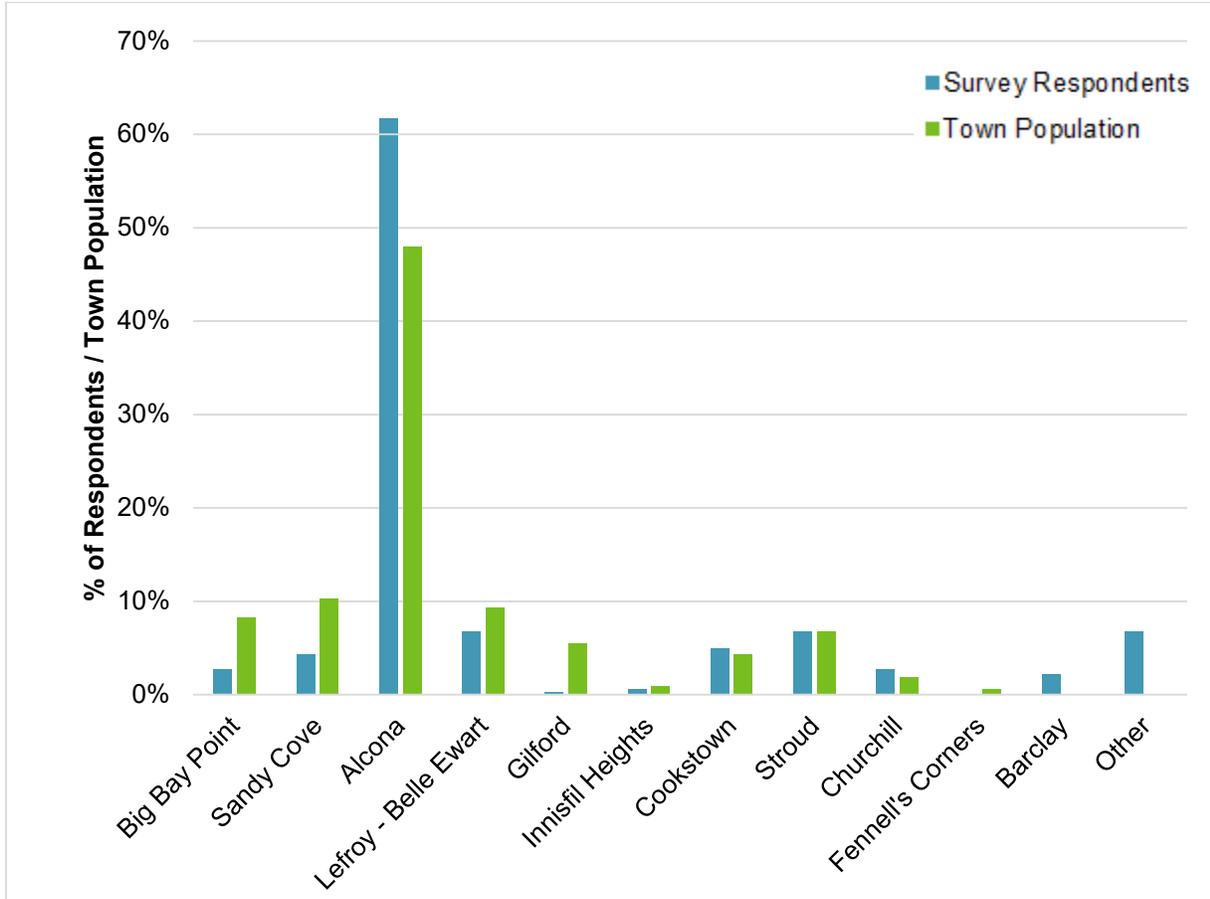
### 2.1 Demographics

Most respondents live in Alcona. Survey responses were received from residents in each settlement area except Fennell’s Corner, however very few were received from Gilford and Innisfil Heights, as shown in **Table 1** and **Exhibit 1**. **Exhibit 1** also shows that this survey does not accurately represent the actual distribution of population within the Town – Alcona is overrepresented while Big Bay Point, Sandy Cove, and Gilford are under-represented.

The distribution of survey respondents by age is provided in **Exhibit 2**. People aged 18 and under, between 19-25 years of age, and over 65 are under-represented, and those 26-45 are over-represented.

**Table 1: Areas in Innisfil in which Respondents reside (Question #1)**

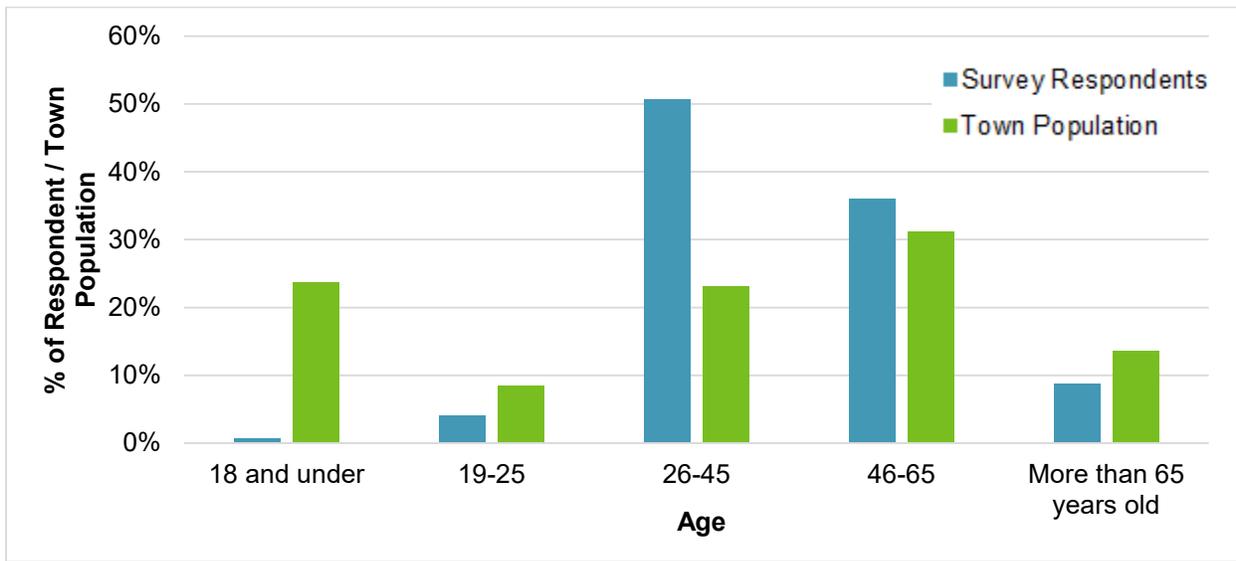
<i>Which area of Innisfil do you live in?</i>	<i>Response Count</i>	<i>Response %</i>
<i>Big Bay Point</i>	9	3%
<i>Sandy Cove</i>	14	4%
<i>Alcona</i>	200	62%
<i>Lefroy</i>	13	4%
<i>Belle Ewart</i>	9	3%
<i>Gilford</i>	1	0%
<i>Innisfil Heights</i>	2	1%
<i>Cookstown</i>	16	5%
<i>Stroud</i>	22	7%
<i>Churchill</i>	9	3%
<i>Fennell's Corners</i>	0	0%
<i>Barclay</i>	7	2%
<i>Other</i>	22	7%
<i>Total</i>	324	100%



**Exhibit 1: Respondent vs Actual Population Distribution**

\*Actual population not available for Barclay

\*\* Town Population Source: Town – Wide Water & Wastewater Master Servicing Master Plan, Town of Innisfil, 2012



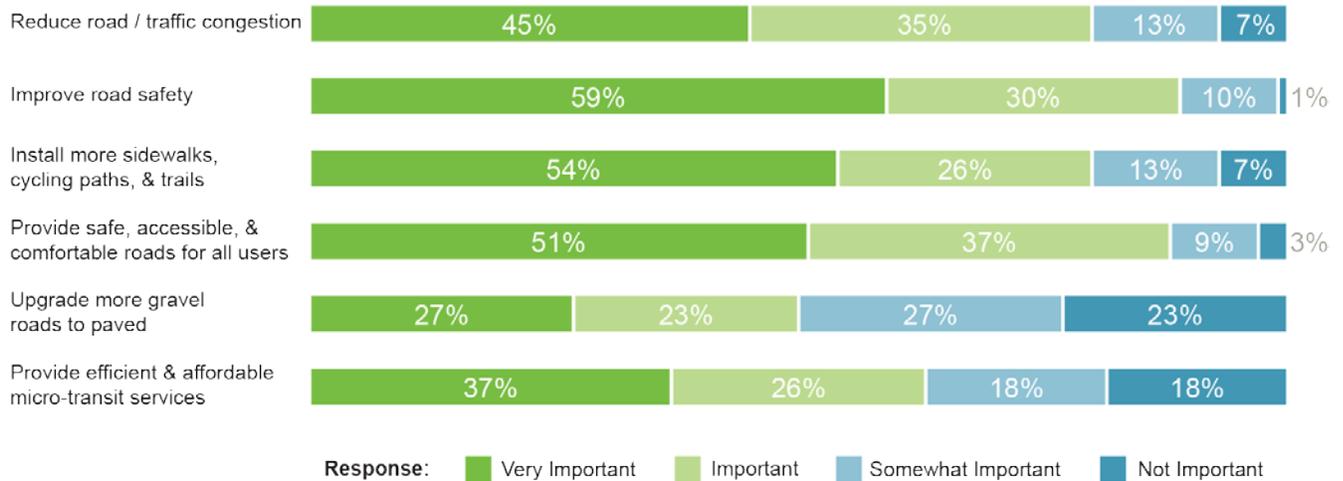
**Exhibit 2: Age Groups of Survey Respondents vs Actual Population**



## 2.2 Overall Transportation Priorities

Question 3 of the survey identifies what transportation interventions should be prioritized, by asking respondents to rank how important they perceive six general improvements to be.

As shown in **Exhibit 3**, reducing traffic congestion; improving road safety; installing more sidewalks, cycling paths, and trails; and providing safe, accessible, and comfortable roads for all users are considered to be very important or important by 80% or more of respondents. Providing efficient and affordable micro-transit services is slightly less important to respondents, and upgrading gravel roads is least important.



### Exhibit 3: Importance of General Transportation Interventions

Although the questions were structured differently compared to the 2013 TMP survey, the results are similar. The majority of respondents indicated the importance of having more sidewalks, trails, and paths and reducing road / traffic congestion.

A space was also provided for respondents to address additional concerns, including:

- 20 comments were concerned with road maintenance (e.g. pothole repair, snow clearing);
- 14 on speeding and road safety;
- 14 on public transit or the new demand-responsive transit service;
- 14 on speeding and road safety;
- 12 on improving the cycling and pedestrian network;
- and seven on congestion or the need for improvements to the road network.

A verbatim list of comments is included in **Appendix A1: Verbatim Comments**.

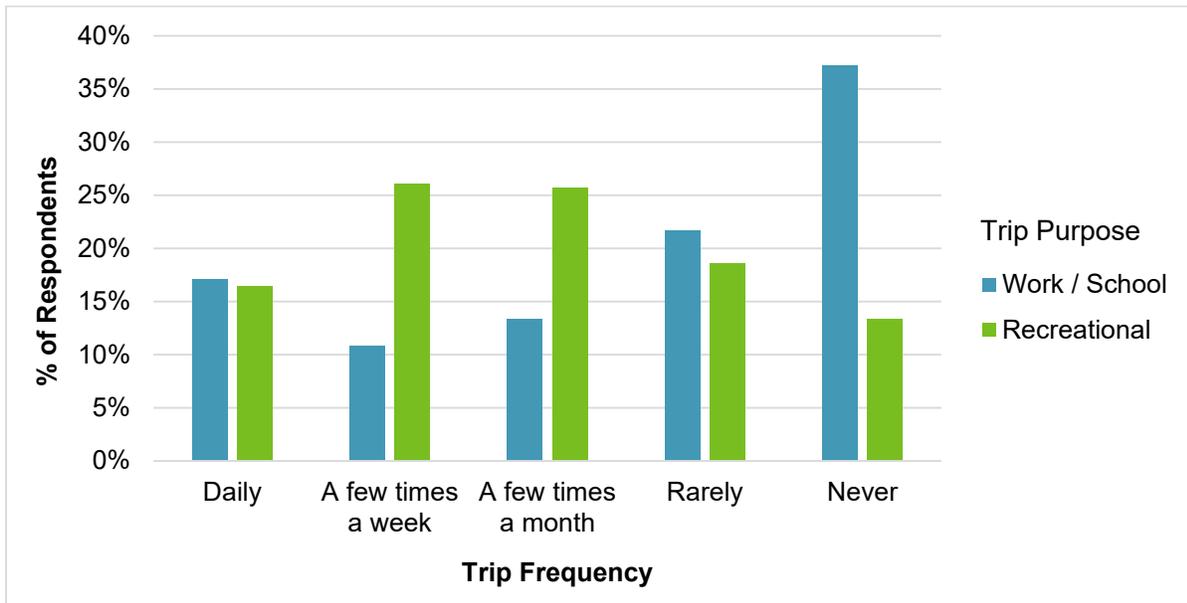
## 2.3 Active Transportation

A section of the questionnaire addressed active transportation needs within the Town of Innisfil. Respondents were asked how often they currently walk or cycle to get around for work or school trips, how often they currently walk or cycle to get around for recreational trips, if they would

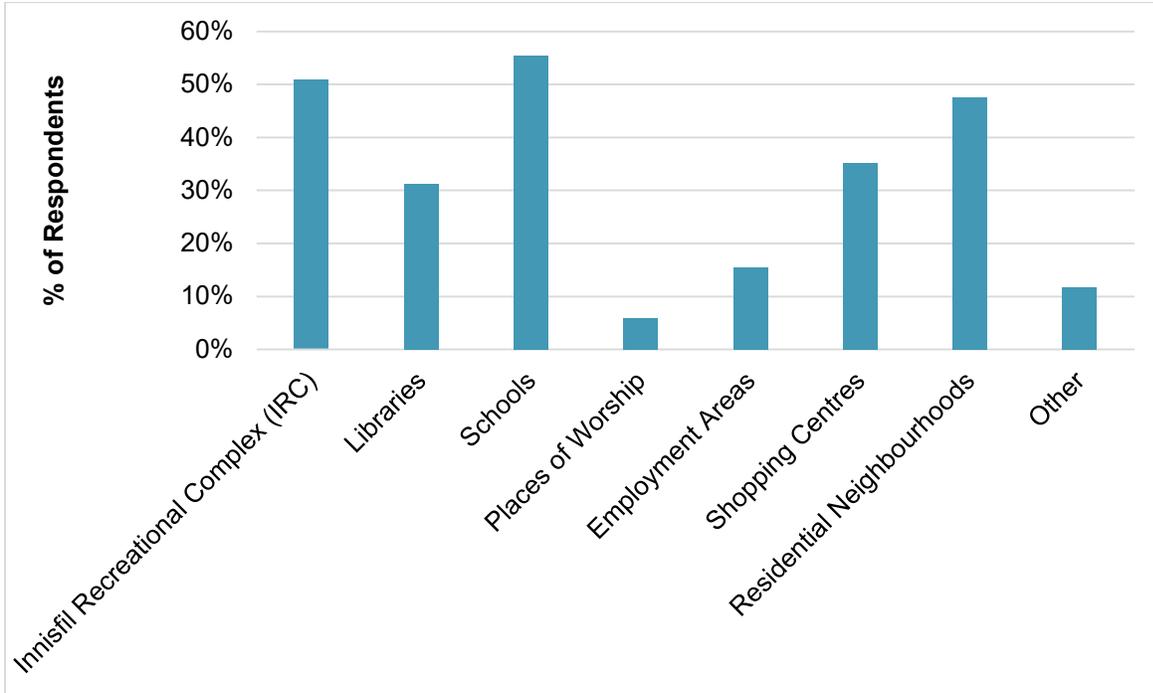
walk or cycle more often if safer, more accessible infrastructure was provided, and where they would prioritize sidewalk improvements.

As shown in **Exhibit 4**, 68% of respondents walk or cycle for recreational trips at least a few times per month, and 41% for work or school trips. Only 13% of respondents never walk or cycle for recreational trips. A significant majority, 80%, would walk or cycle more often if safer, more accessible infrastructure was provide

Question 7 asked respondents to choose a maximum of three destinations that should be priority areas for sidewalk improvements. As shown in **Exhibit 5**, the top 3 locations for sidewalk improvement are the Innisfil Recreation Centre, around Schools, and in residential neighbourhoods. “Other” specified locations included a number of roads, neighbourhoods, and specific trip generators such as schools. St. John’s Road was mentioned the most at 11 times. 7<sup>th</sup> line was mentioned 5 times, and 25<sup>th</sup> Side Road three times. A verbatim list of comments is included in **Appendix A1**: Verbatim Comments.



**Exhibit 4: Walking or Cycling Frequency by Purpose**

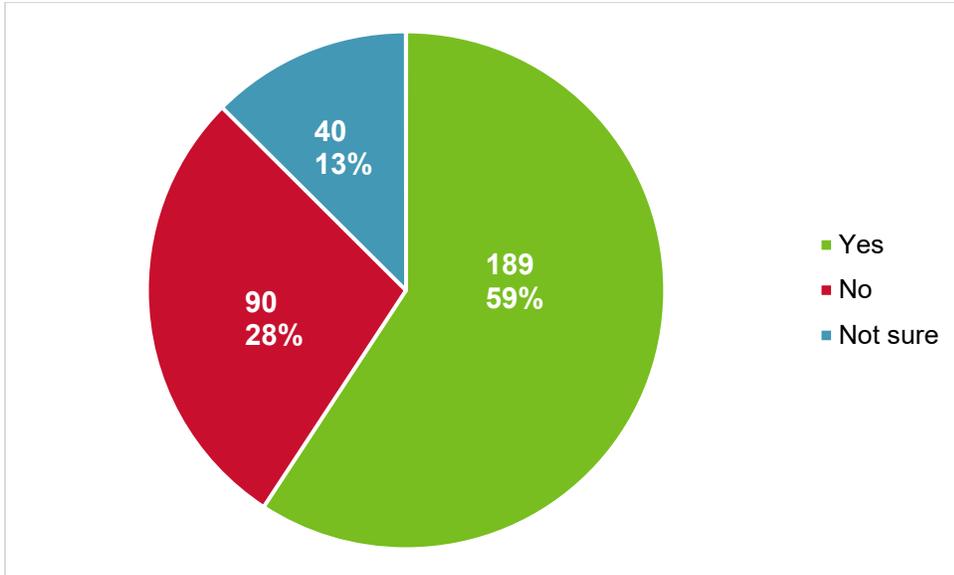


**Exhibit 5: Priority Areas for Sidewalk Improvement**

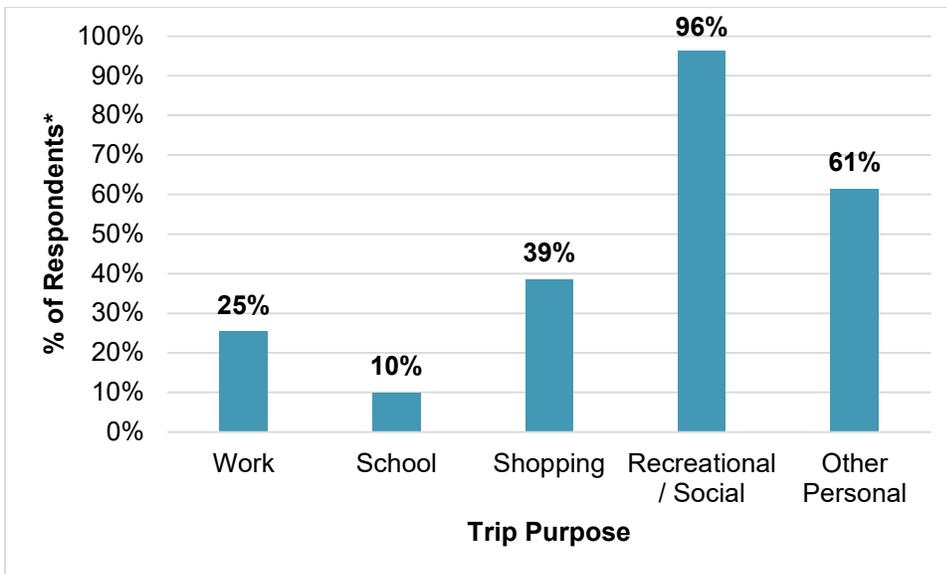
## 2.4 On-demand Transit

The survey also included a section on Innisfil’s new demand-responsive transit service, asking whether respondents would use the service, what types of trips they would use it for, and what their concerns with it would be.

Approximately 59% of respondents (189 respondents) are willing to use Innisfil’s new demand-responsive transit service as shown in **Exhibit 6**. As **Exhibit 7** shows, nearly all respondents would use it for “recreational or social” trips; and the majority would use it for “other personal” trips. Relatively few respondents would consider using it for work or school trips.



**Exhibit 6: Responses to Question 8 - Are you willing to use the new on-demand transit system?**

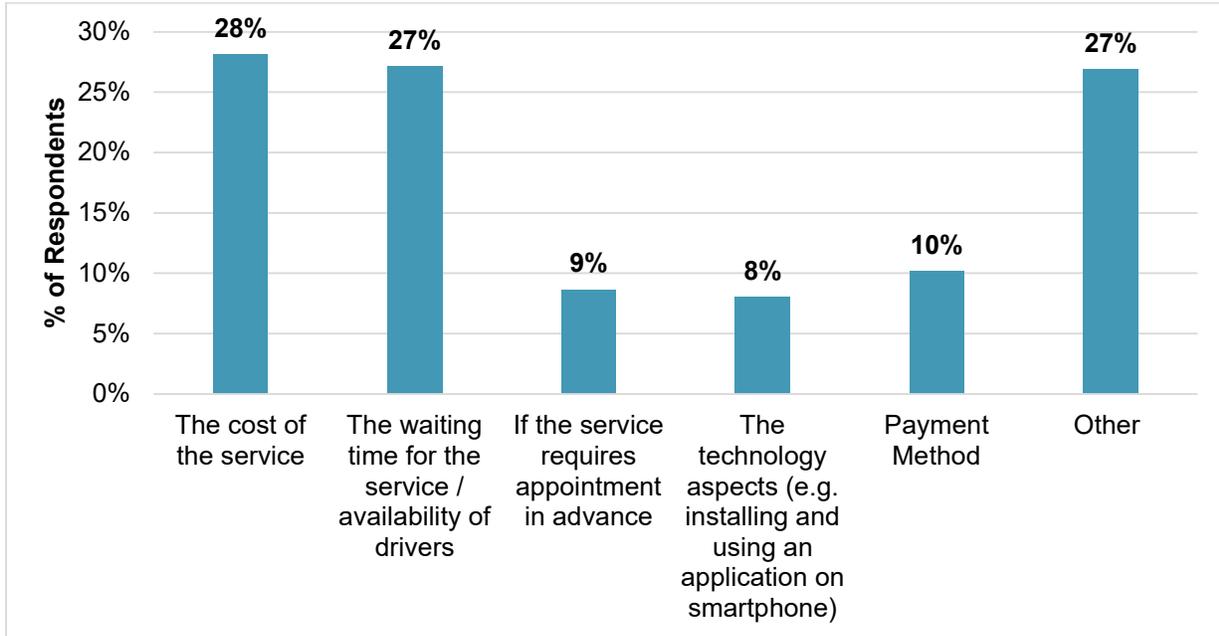


**Exhibit 7: Types of Trips Respondents Would Use On-Demand Transit for**

\*Out of the 189 respondents who indicated that they would use on-demand transit. Respondents are allowed to choose more than one trip purpose.

Question 8 asked respondents what their biggest concern (if any) might be with demand-responsive transit. As shown in **Exhibit 8**, slightly over a quarter of respondents are concerned with either the cost of the service or the waiting time for the service / the availability of drivers. Fewer respondents consider the need to make an appointment in advance, technology aspects, and payment method to be concerns. Of the respondents who marked other and provided a comment, safety was a frequent concern. Slightly over 50% (46 comments) of the comments focused on safety, security, drivers' ability, and discomfort with riding in a stranger's car. Others

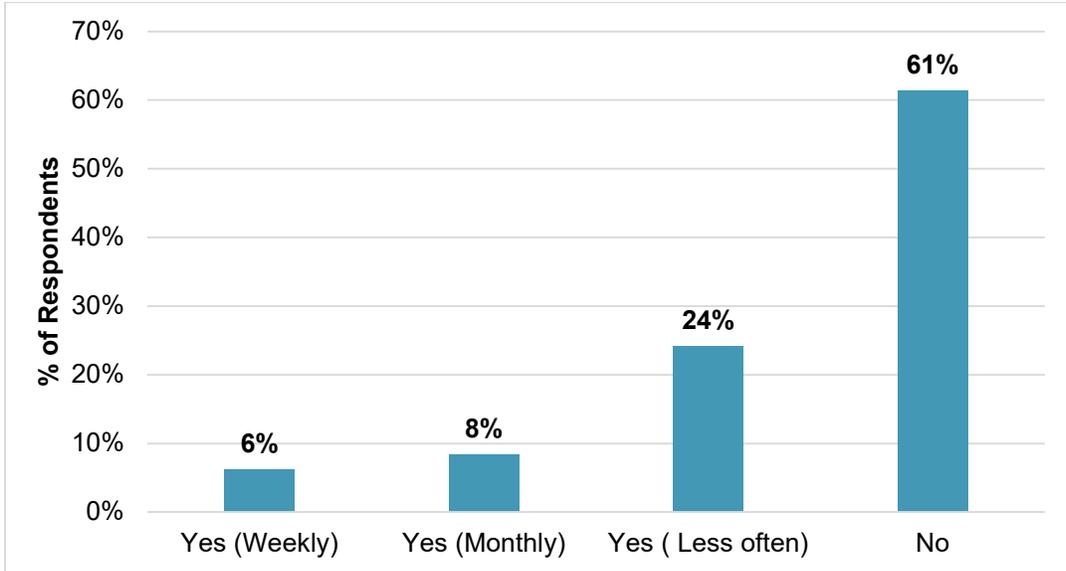
were concerned about universal accessibility, travelling with children, and Uber's corporate ethics. A verbatim list of comments is included in **Appendix A1: Verbatim Comments**.



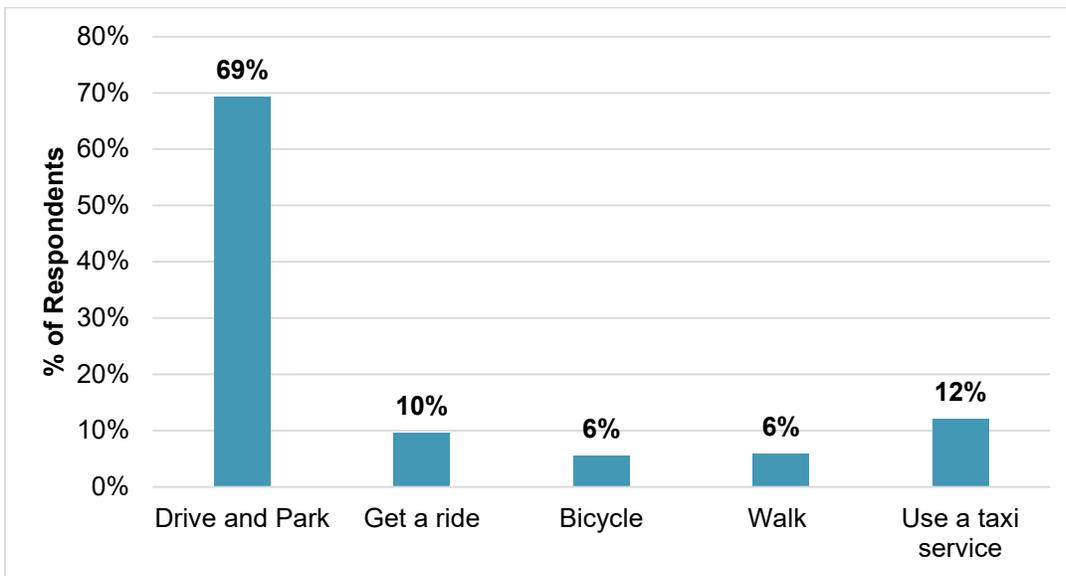
**Exhibit 8: Concerns with Demand-Responsive Transit**

## 2.5 GO Transit

The TMP questionnaire also included a section pertaining to the GO Transit system. Respondents were asked whether or not they currently use the GO Train, or GO Bus, and how they would get to the proposed Innisfil GO Rail Station at 6<sup>th</sup> Line. As shown in **Exhibit 9**, approximately 61% of respondents currently do not use GO Transit. Of the 39% of respondents who use GO Transit, only 6% use it weekly. The majority of respondents, approximately 69%, would drive and park to access the new Innisfil GO Rail station, as shown in **Exhibit 10**. Far fewer respondents would consider getting a ride, biking, walking, or using a taxi service.



**Exhibit 9: Responses to Question 11 – Do you currently use GO Train or Bus service?**



**Exhibit 10: Responses to Question 12 - How would you get to the proposed GO Station?**

## 2.6 Other Comments and Concerns

Question 13 allowed respondents to share any final ideas or comments they had on transportation in Innisfil today or in the future. Around 58 comments were related to public transit or the new demand-responsive transit service, 16 to improving the cycling and pedestrian network, 14 to speeding and road safety, 13 on congestion or the need for improvements to the road network, seven were concerned with road maintenance (e.g. pothole repair, snow clearing), and six on speeding and road safety.



Of those related to public transit or the new demand-responsive transit service, 30 reflected a preference for a bus-based transit system. There were also several in support, and several against the new demand-responsive transit service.

Other comments were related to universal accessibility, difficulties of travelling with children, and issues respondents had with the survey. A verbatim list of comments is included in **Appendix A1: Verbatim Comments**.

## 3. Discussion

This section briefly discusses the results of the survey presented above by theme. Where relevant, results are compared to the survey conducted in the 2013 TMP and the 2011 Transportation Tomorrow Survey (TTS).

### Active Transportation

This survey found that significant enthusiasm for cycling and walking already exists in Innisfil, that respondents consider improved active transportation infrastructure to be important, and that more people would consider walking or cycling if safer, more accessible infrastructure were provided.

Respondents consider the areas around the IRC, schools, and residential neighbourhoods to be priorities for new sidewalks. Respondents also proposed a number of specific locations for improvements including new sidewalks, trails, and marked crossings, which should be reviewed for future stages of the TMP Update. Respondents suggested that sidewalk construction should be incorporated into road re-surfacing projects and that new developments should be required to incorporate sidewalks. Some noted problems with using paved shoulders as pedestrian routes, particularly that when vehicles park on them pedestrians are forced into traffic, that they can be poorly maintained during winter, and that some are too narrow or in poor condition, making them unusable for persons with mobility devices.

It is worth noting that this survey's finding that 17% of respondents walk or cycle daily for work or school trips is significantly higher than the 2% pm peak period modal share for Innisfil identified by the 2011 TTS. This discrepancy could be due to a number of factors including: an over-representation of people who walk and cycle to work or school in this survey, misreporting in either survey (e.g., TTS tends to under-report walk and cycling trips), a shift in behavior over time, or a difference in methodology (e.g. when asked if they cycle daily for this survey, respondents may answer with their typical behavior, whereas the TTS asks specifically about trips made the previous weekday).

### Public Transportation

Nearly two thirds of respondents would consider using the new demand responsive transportation system. Several comments reflect enthusiasm for the service to start, and others recognize the practicality of providing such a service in a low-density community. Most would use it for non-work, non-school trips, such as shopping, personal trips, or social trips. However, comments also reflect a significant ongoing demand for traditional bus-based transit service. These points, together with its relatively low ranking as a priority next to other general

interventions, may suggest that while respondents may be willing to use the service, they continue to view it as a taxi service, rather than public transit practical for commuting. As previously noted, respondents also have concerns about aspects of the demand-responsive transit service, most notably the cost and waiting time or the availability of drivers. Comments also reflect concerns with the safety of the service, the cost to taxpayers, accessibility to persons with mobility aids and parents with small children, its impact on local taxi companies, and Uber's corporate ethics.

Supporters of traditional bus-based transit proposed a number of locations that would be priorities for bus service, including connections to Cookstown, Alcona, Newmarket, and Barrie. They also propose ideas for service provision, including using school buses when they are not reserved for students or contracting Barrie Transit.

In terms of GO Transit, few respondents use GO regularly, which is likely due to the lack of GO Rail station in the Town and limited service of the Barrie GO Line. However, enthusiasm for the proposed Innisfil GO Rail station is evident through the comments, and it is possible that the convenience of a new station, combined with the Metrolinx GO Regional Express Rail (RER) plan to include all-day, two-way service to the Barrie Line, may increase GO's appeal for residents in the Town. In addition, most survey respondents (68%) indicated that they would drive to the new GO station, followed by use a taxi service or get a ride. There are opportunities for the Town to encourage residents to walk, cycle, Uber/transit, and carpool (get a ride) to the station.

### **Road Network**

In general, respondents consider improving road safety to be their top priority, followed by providing safe, accessible, and comfortable roads for all users. Upgrading gravel roads is the lowest priority. Many comments reflect respondents' concerns with safety for all. Speeding is repeatedly mentioned as a concern, and many respondents would like to see increased enforcement of traffic laws, and the implementation of traffic calming measures such as speed bumps. School zones and lower speed limits were also suggested.

Road maintenance is also an issue for numerous respondents. Several comments reflect dissatisfaction with the state of pavement and line markings on Innisfil's roads, noting specific problem locations, and others would like to see improved winter road maintenance.

There was some concern with congestion reflected in the comments, particularly on Innisfil Beach Road. Respondents also expressed concern that existing roads will not be able to handle pressure placed on them by new development. Several comments proposed road widenings, diverting traffic around Cookstown, and connecting Highway 404 to 400. Parking was a relatively minor concern for respondents.

## **4. Conclusion**

The Town of Innisfil Transportation Master Plan Questionnaire was successful in obtaining detailed information on the transportation needs of residents in the Town of Innisfil. A wide



variety of comments were received pertaining to improving mobility for people who walk, cycle, take public transportation, and drive within the Town.

It is understood that improving road safety; providing safe, accessible, and comfortable roads for all users, and installing more sidewalks, cycling paths, and trails are the top 3 priorities for respondents, but that over 50% of respondents also consider reducing congestion; providing efficient and affordable micro-transit services, and upgrading more gravel roads to paved to be important or very important. Respondents would walking or cycling more if safer, more accessible infrastructure were provided, and consider areas around the IRC, schools, and residential neighbourhoods to be priorities for new sidewalks. A majority of respondents would also consider using the new demand responsive transit system, however there remains concerns about its safety, cost, and convenience, and appears not to be attractive for work or school trips. There also remains interest in a traditional bus transit system.

This survey has several limitations that should be taken into account when applying its findings. As noted above, residents of certain settlement communities and in certain age groups are over- and under-represented. Respondents do not represent a random cross-section of the population as participation was purely voluntary. Restrictions that applied to the online survey (e.g. only being allowed to select a certain number of preferences) could not be applied to the paper survey. Finally, some questions can be clarified through re-wording or re-structuring. For example, Question 3 “*Please select how important the items below are to you*” did not set the maximum items a respondent could choose to be “very important” or “important”. As a result, some respondents chose either all or almost all of the items as important, which did not provide the information to indicate relative importance of different items that was the purpose of the question. For Question 10 “*What might be your biggest concern ( if any) with a potential Uber-style, on demand, micro-transit service?*”, an option of safety concern could be added since it was mentioned by many respondents. Response “the cost of the service” to this question might have raised some confusion since it could be interpreted as cost to individual users or concern about taxpayer subsidies.

## Appendix A1: Verbatim Comments

### Question 3 – Please select how important the items below are to you, right now.

- Current roads can not handle what is being built, # of people vs. roads
- Pot holes on roads (lots in Innisfil)
- Local bus routes to shopping, recreation complex, and Hwy 11 + IBR to connect to GO buses
- Speed deterrents on Maple Road
- It would be nice to have a shuttle bus from YMCA to high school every day (or other schools)
- Gravel roads need to be maintained. The fill washes out after every rain. Then we wait weeks till the grader comes around. See my note at the end regarding wheel bearings - it's a hot topic in BBP
- As a belle Ewart resident, I would hate to see my taxes go up for a public transit system that would only benefit Alcona. The biggest problem getting to Barrie by transit is getting to Hwy 11 / Yonge St from their GO Transit bus runs every hour
- Increase GO Transit train service to and from Toronto
- Sidewalks along Hwy 11 or County Rd 4
- We need the path from the Gordon Street neighbourhood to the library plowed in the winter PLEASE (there is NO SIDEWALK from the tip of Southview onto Yonge St. & up Yonge Street until the used car dealership so VERY inaccessible to get in town from our neighbourhood esp. in winter.
- I would prefer Innisfil town planners develop Innisfil to be more pedestrian / cyclist friendly. As the population grows, so does traffic noise and problems with traffic safety (as more drivers ignore speed limits) (St Johns Rd.).
- Traffic thru Cookstown is ridiculous. Every car and large truck must come through our little intersection. Ridiculous planning.
- Traffic on 89 is appalling - you ake your life in your hands - How can such a narrow road be designated a highway??
- Some of the side streets (John) are TERRIBLE!
- School zone need more safety for sure! Too much traffic and speeding.
- Want to keep the entrance to the path on Garibaldi because it is the nicest entrance to the path. DO NOT turn into an access road
- Reduce and slow traffic on Highway 89 through Cookstown
- Improved sidewalks for getting around town
- Sidewalks along Garibaldi. Getting John Street Paved
- Traffic lights are desperately needed at the Foodland / Home Hardware plaza. Its extremely dangerous trying to exit the plaza and there needs to be a turning lane.
- The big concern is putting up street lights down Innisfil Beach Rd and sidewalks. That would be a Great Way to put our tax money too.

- 4th Line speed limit enforcements and children should not cross or board bus across street. Several motorists have sped through bus stop sign, and nearly killed my child!
- We have a diverse community demographic. Sandy Cove, Victoria Street, and Lakeside Retirement Facilities require transit. The new subdivisions are filling with young children that require transit service.
- Shelters for major / most used stops
- Have Bathurst extended up to 12th concession for easier access into Innisfil and conjoin hwy 400 w/ 404 north at Queensville. Easier access into Innisfil will alleviate building traffic on Innisfil beach rd
- Better police enforcement of existing traffic laws. Current enforcement is inadequate
- Better snow removal on Big Bay Point Road from 20 Side Road to Big Bay Point
- Reduce speed on Concession Roads. Our road 6th Line is a speedway for traffic. E.g. Honda Traffic Speeds, pass one another
- 25th Sideroad just rebuilt - sinking and sagging. I have lived in Innisfil since 1971, Roads are repaved and sometimes breaking up within a year!
- Snow plowing and salting inadequate.
- Roads are getting neglected regarding pot holes, cracks etc.
- It's odd that there is no bus service in a town as big as Alcona is now. Makes no sense.
- "There needs to be a side walk on St. John's road. I do not feel comfortable or safe walking with my children on the paved shoulder. The snow removal in the winter is horrible and many people park their vehicles on it. It definitely restricts my accessibility when trying to get to other areas of town."
- "It would be nice if we could re-pave some of our roads. They are in terrible shape. Not just temporary fixes but proper paving. I have had enough of Lockhart. Atrocious."
- "A transit system is not needed in Innisfil. As a resident for the last 30 years, I do not support this nor do I want to pay for it through my taxes"
- "Fixing the existing roads should be first on the list. 7th line by the train tracks, IBR, Lockhart are some of the roads I travel regularly. These roads are terrible, potholes need to be permanently repaired"
- The 7th line at the 20th sdrd is terrible patch jobs are not working!
- "How about fixing and maintaining the roads and sidewalks we already have? Half the roads in Cookstown are still gravel and the sidewalks on most side streets are in such disrepair, as to be unusable!"
- "Focus on reducing traffic concerns on residential roads. Too many drivers are racing down streets, passing on residential streets, speeding in school zones, not stopping at stop signs, screeching tires down streets. Also, extremely loud cars with either no or broken mufflers or purposely loud & vehicles & bikes cause concerns in residential areas, results in lack of enjoyment of homes, especially in warm weather with windows open. Residents are suffering as streets are used as short cuts to avoid waiting at lights. Also, makes it unsafe for residents"
- We need public transport that is regular and plentiful

- "For the core of Cookstown, speed bumps, speed limit to 40 through town and a need for stop lights at the Foodland plaza so one can get out in the middle of a Honda shift change."
- "1) 7th line speaks for itself. 2) While I understand the enormous cost of ""retrofitting"" St. John's Road to allow for proper sidewalks, the ""paths"" are a hazard. Constantly blocked with parked cars, forcing pedestrians/cyclists onto the road.
- Please don't cut any more corners."
- Properly putting lines on roads. And actually putting lines on roads. Notifying neighbourhoods of road closures
- 7th line Rd condition as well as 6th line
- Lack of trail network
- "There is one Road with access to the 400. IBR is a nightmare. Stop building houses until you figure this situation out!
- I'm sure it doesn't bother people driving to work at the town office - but for those that travel past - who you represent - wake up."
- "Before paving gravel roads you need to fix roads like the 7th line. Replace them not just re fill the holes every few days. The 12th line is also terrible and so is the 11th."
- Cycling and walking trails make communities more desirable to live in.
- Congestion in the summer on the roads, especially on Innisfil Beach is more or less a nightmare
- "Neighbourhood roads have not been paved in 20 plus years. Traffic along highway 11 has increased dramatically in years with no real road improvements."
- We need no parking signs on corners.
- Congestion is the most important factor for me.
- "People who don't own their own mode of transportation should NOT move to an area that does have public transit.
- Taxpayers subsidize way too much money on things they don't need or will ever use"
- cost ,efficiency, safety, timeliness
- The fact that we don't have a GO train stop yet is ridiculous.
- Connect the 404 to 400
- "Trees being cut down that are sound barriers and I lived here for 37years too much change too fast roads first before development and please have a bylaw on clearing land especially already existing residential housing."
- Would love to make sure we keep our trees, nature and nice roads
- To have gravel roads in residential areas while spending money on libraries is short sighted thinking.
- "Potable town water would be nice seems the developers have a strangle hold on that. I'm a single parent who can't afford to get a new well drilled (after the realtor that sold my home to me said there was potable water...which there is not) & have to shower & do dishes etc in the 20' dug well I currently have . Town of Innisfil needs to show some loyalty to long time residents who are in this situation. Safe drinking water is a necessity & a right. The roads & sidewalks can wait. I love my street with no sidewalks it has the small community feel"

- "UBER IS UNUSABLE AS I AM OLD SCHOOL AND DO NOT HAVE A SMART PHONE..SO I SEEMS I CANNOT USE IT...You need a main calling line so one car can be ordered from a home phone"
- "Please have garbage and recycling units installed on IBR all the way to no frills. The roads and paths are absolutely disgusting. There is dog feces everywhere and people have zero place to put any garbage."
- "Stop spending on silly projects that make Innisfil into another Niagara-on-the-Lake. I grew up there. It used to be nice, now nobody can afford to live there, all the families have moved away, the schools are nearly all closed or closing - it's not a community of families anymore. But sure, it's ""pretty"" ... for all the good that does. STOP. Niagara-on-the- Lake is NOT a model anyone should follow unless they want their town/community to become a ghost town."
- Fix the roads we have!
- with such a growing community, it would be great to have even on line coming through and to the South Barrie Go
- Potholes Safe walking and biking to Killarney Beach PS Transportation to it and Alcona and Stroud for kids
- "Jans Blvd is being treated as a four lane road. Cars speeding and passing with children walking to school and families going out on evening walks"
- Snow plowing needs to be increased- especially on high snow drift roads.
- I don't drive,I have to depend on others to drive me to work. I would very much public transit in Alcona.
- "Sidewalks to Sunnybrae PS. Parking lane on Sunnybrae St for parents. Traffic is scary and dangerous before and after school with traffic on that street."
- "Pot Holes on major roads (Innisfil Beach Road, Yonge Street)! Also, so much congestion on Innsfil Beach Road during peak times - need a wider road or more alternative routes to get into the growing neighbourhoods."
- "concerned with the shared pathway along St. John's. Is it going to be a sidewalk eventually? With the new pavement cars are always speeding; it seems really dark along that road after the sun goes down, I see cars drive and park on the widened shoulder. I personally don't feel very safe walking along maple or St. John's. I think that a raised sidewalk or trail that has either a separation or a curb would be better. As well, there doesn't seem to be a very safe route to bike from belle ewart to the TOI campus."

**Question 7 – Sidewalks are important connectors in the community. Choose a maximum of three destinations that would be priority areas for sidewalk improvement.**

- Sandy Cove area
- Trails - woods / rec space
- Connecting so it would be safe and accessible from Yonge St at Southview up to arena / library. Kids shoudn't be walking on the side of Yonge St.

- Cookstown
- 4th line (busy road as people use it to get to Hwy + offroute when there's traffic)
- St. John's Road, 20th Sideroad, 7th Line
- Lakeshore
- Bike path on Lockhart from Sandy Cove to Foodland too many e-bikes unsafely using Lockhart Rd.
- The 10th Line east of 25th has a paved walkway but vehicles park on it or drive on it! Police use to ticket vehicles parking on walkway!
- "Well, schools, rec areas, employment, shopping, churches, libraries should be a ""no brainer"" they should all be connected by sidewalks. ""Main"" roads should have them so people and kids can get to those areas. 7th line, St. Johns, 20th sideroad, parts of IBR etc."
- Would love to see walking path completed to the Lake Simcoe Public school off of Nantyr Dr.
- Along 20th as rd needs a bike path badly to big bay point
- St. John's side road
- Street lighting is more important
- St. John's Road
- Lefroy
- Fix the traffic problem. Period.
- "We walk to Goodfellow PS and there is on;y a very small portion of our 1.4KM walk that has a sidewalk. One of the main reasons we are moving"
- Between Rose Street and 10th Line
- 7th Line
- St John's sideroad
- Recreational trails (hiking, walking, biking)
- 7th line
- lake access
- Roads from the residential areas to the above centres. IE St John Side Road
- Family and friends
- Holy cross school
- YMCA. St. John.
- I cant believe you have grouped children into recreation. Have you no shame?
- Clean safe drinking water
- Parks....dog friendly areas2
- "The 25th Sideroad. Coming from the 12th line, it's an incredibly scary journey just to make it to the sidewalk at Rose Lane."
- St John's ibr to lefroy
- St. John's rd
- St John's Rd
- 25th side road
- Down by the new Lake Simcoe School

- Along our 25 line and Tenth and Ninth line 4/27
- 7th Line /St. John's
- none of above
- Need more pathways connecting subdivisions
- major roads like yonge st
- I don't understand this question - does that mean new sidewalks to get to these places?

## **Question 10 – What might be your biggest concern (if any) with a potential Uber-style, on demand, micro-transit service?**

- Insurance if accident occurs
- Driver's ability
- What if you don't have a smartphone or credit card? The service becomes useless to the people that need it the most
- Abuse of women by drivers
- Safety
- Not sure we would need it
- Safety
- The driver's
- I have no smartphone
- We have no cell phone
- Let the user pay, not the town
- Able to take SC residents using walkers?
- Safety of drivers
- I am not comfortable that I am safe with an Uber driver.
- Would über be capable to transport young children / car seat availability
- Driver availability in the early AM
- "All of the above plus safety. My kids could use this for activities in the summer while I am at work. What kind of deal is there for going into South Barrie?"
- Safety
- Safety
- None
- All of the above, why is it that only one can be selected
- Safety
- Safety
- Safety of driver having your contact information
- "Car seat compatibility. Don't need them on a bus, but need them in a car. What do i do with them when i arrive at my destination? Carry a car seat around with me as my children use the rec center?"
- Would not allow my teenager to get in a Uber car by himself. We need a bus
- None

- All of above. Horrible non thought out idea.
- We would be stuck in traffic on IBR.
- Child transportation
- Safety
- Actually, first three bullets are biggest concern - not just one of them.
- "I don't see myself supporting a company in this way that doesn't align with basic morality, given that Uber's CEO is anti-lgbt and borderline racist this is not exactly something I want to associate with."
- Buses would be great
- Safety, I wouldn't use it, but many students, seniors, low income people would benefit
- What happens when subsidies end?
- Safety
- The cost to the taxpayer that will not use it or ever benefit from it
- "Did you read the article about the UBER Driver in Bradford ? took the girl away from where you wanted to go – how am I to put my teenage kids in an UBER and have trust in the driver....I believe the town is looking for big law suits. Additionally I get to Barrie with UBER and then there is no driver to get back with - this is not a good solution and as promised in the elections a bus service with scheduled bus trips should be in place"
- Security checks of hired uber drivers
- None it's great
- Cost and Uber's track record of racism and sexism
- I've heard of taxi drivers being beligerant, and even violent, towards uber drivers.
- lack of control for qualified driver and safe drivers
- Subsidizing other users
- Safety
- Cost to town. We own the hydro company reduce the rates no spend money on stupid stuff
- None
- "The pricing of the initial transit study when Bradford and Orangeville can run bus lines for HALF of what Innisfil projected."
- None
- "Wasting our tax money and local taxi companies tax money for transit and taking business away from local taxi companies."
- Personal safety and cost
- without a smart phone..I am under the impression that this dservice is unusable to us.
- Lack of wheelchair accessibility
- I would prefer a busing route.
- Safety
- not sure if I need special app, or use my existing uber app ?
- Safety
- Safety

- "why should i subsidize a ""taxi"" service for others to use.when you move to an area or live in a rural area you don't get the services that exist in the city. People should know that and not live here if they are unwilling to pay their own fare."
- "Cost and safety. Uber is expensive. I dont' trust non-licensed and non-professionals to my safety. So I'm absolutely NOT interested in this type of transportation."
- Newmarket last week! How do you trust who is picking you up?
- "Uber is kind of scary. Any criminal can be an Uber driver. I heard a story today about a scary experience someone had with an Uber driver in the Newmarket area, which isn't far away from Innisfil. An Uber driver has far less credibility than a bus driver."
- safety. How can we be assured that the person that is driving for uber can be trusted.
- None
- Safety and Reliability
- Safety, Driver checked out, vehicles maintained properly,
- Getting in a car with a stranger especially young teens having to instead of a bus
- Safety .... criminal record checks are a must!
- Safety
- as a woman i worry about being assaulted
- All of the above and general safety
- Safety
- harassment from disgruntled taxi company owners - please ensure Innisfil police are vigilant about this
- f the person has a police check? What kind of experience do they have as a driver? What kind of training?
- Safety
- Traveling with children who require car seats.
- None
- why our tax dollars are being used for only a few areas. if you don't live in alcona, this will not apply to you will
- Driver screening
- safety ..how will drivers be screened
- "I think Uber is a fantastic idea for Innisfil. My concern is for those people who do not have access to technology. They
- are the ones that need it the most!"
- Safety
- Uber's current PR disasters do not fill me with confidence
- Background/criminal checks for drivers
- Uncomfortable getting into strangers car
- Pedophiles, kidnappers
- Safety of my children
- Safety of young children

## Question 13 – Do you have any other issues or ideas about transportation in Innisfil today, or in the future?

- Set a website buddy (link up) for people to register looking to carpool
- Please put a "GO" station stat
- Provide local bus to assist people to get to GO bus routes i.e., Hwy 11 + IBR and recreational arena complex
- Shuttle buses from/to GO bus stops @Pioneer to Alcona, for example
- Shuttle bus from/to YMCA after school for yough not only on Friday, at low cost
- The cost of repairing wheel bearings while living in Big Bay Point has been ridiculous. I have lived here for 12 years and now drive my 3rd car. I have only had 5 cares in my life. Wheel bearings care lastings only 2 years since I lieved here. I usually keep a car for 10 years . But not able to here. It's nuts.
- Shuttle bus from Cookstown to Barrie
- Continue the Uber transit system starting next year
- I would like to see the GO station ASAP. A bus route that connects Stroud, Alcona, IRC, the beach and the GO station
- Definitely a GO Line. Public Transit
- Uber would be great
- We cannot afford a bus/transit system. The community is too small
- Rouch surface of some roads Mapleview + Lockhart Rd esp. at 25th Sideroad
- More trails + sidewalks
- Sidewalks to Rec centre on both sides of main road access, also to high school
- What was mentioned about my daughter having to take her walk on the rd etc. Thank you for caring
- Uber - Good idea
- Enforce speed limits, (St. John's Rd.) the revenue from ticketing could help fund sidewalks and trails, etc.
- I use Red Cross - But they need advance notice?
- Do not charge for parking at GO stations!!
- Isn't it time you - looked at diverting traffic - large vehicles around cookstown - the present system is laughable for residents -
- Crosswalks and or warning lights at school!! Lights at Foodland plaza
- Maintain and clean roads efficiently
- Revise speed limits in high volume traffic areas
- consider speed bumps in residential streets with high traffic
- Cookstown students need safer walking (reduce speed on 27) and more parking options for the school for drop off and pickup. Highway 90 (we need another back entrance to Foodland - off Wellington would be great)
- The state of Cookstown's roads and sidewalks are terrible! What is the timeline to provide safe sidewalks, paved residential roads, and adequate drainage for these

areas. New subdivisions have all these amenities it time to upgrade these existing areas!

- Crosswalks on Hwy 89 at the Post Oddice and traffic signals at the Foodland Plaza would alleviate the traffic congestion - I would expect more people would find different routes via sideroads around Cookstown such as the 2nd and 14th.
- My biggest issue is that the town of Innisfil (Alcona) is that it keep growing but no where for the kid's hang out, also we have like 4 banks 3 pizza shops.
- For the old and the young you need a bus service, for shopping and doctor's
- I believe that our school buses are largely idle between school rush hours, and as they are insured fully they could accept passengers during the interim hours.
- Let users pay as it is now done. I call a taxi I pay. The down doesn't pay. It l a waste of town money to pay uber.
- With the new development at Big Bay Point - How are people to get there? The 8th Line is to narrow through Alcona other roads are crumbling. 25th has to be fixed.
- Good idea for young people, students and seniors that don't drive.
- Regular bus service would be nice
- "I do not cycle often but my teenager does. The cycle path along Innisfil Beach Road is too narrow given the speed at which drivers pass (or perhaps the enforcement of the speed limit is the bigger issue)."
- There should be a bus in town
- "Bus service would be a pro, an increased infrastructure for transit with the influx of population loving in like a GO bus service using the existing GO stations."
- I would really like to see a public transportation system in town.
- A bias service would be better and sidewalks
- "The Bypass for Cookstown! I'm not sure exactly why the town is pushing and hammering the provincial government for the this on a daily basis! The downtown core of Cookstown is becoming a ghost town because no one wants to brave getting out of their car. The traffic is dangerous! Cookstown has so much potential for a beautiful local business downtown, but it's being wasted because the council is too busy making deals with developers who care only about making it into a bedroom community. There's no community anymore in town. No festival atmospheres with Wing Ding (hell I've even seen the town promoting other festivals for other parts of Innisfil on the same weekend!) The town does nothing for this community, but give us condescending responses when we raise our concerns. It'd be nice to see the council make an effort to be apart of Cookstowns community too."
- Still need local transit. Hop on hop off like Bradford and a more accessible means of getting to Barrie.
- "There are not large enough roads to handle the amount of traffic coming into the area due to new subdivisions etc.
- The population is expanding but the roads are not."
- "Question 12. I would like to take a bus. These questions are avassive and biased against public transit. It's very obvious"
- Really would like train station in Alcona /6th line!!

- "Removal of medians on Innisfil Beach Road is extremely important when it comes to the accessibility of emergency vehicles, especially in the summer months when IBR is busier. Sidewalks need to be installed all the way along St. John's Road, as it is a major road way for people to get into Alcona from places like Belle Ewart and Lefroy."
- "I need a means of transporting my children that either doesn't require car seats or provides a place to store them at the rec center or library."
- "No need for formal Transit with uber- all rural areas, including all GTA suburbs, subdivisions etc require a lot least one vehicle. This is well known."
- Trail master plan
- I think I've said enough. If you don't get it by now - you need to seriously reconsider your priorities and annual salary.
- "IBR is busy and sideroads are full of potholes and falling apart. Roads are not maintained in a timely matter in the winter. Curious as to why the Town of Innisfil uses salt on its park paths and by the lake & beaches all winter long without any concern of the salt affecting the lake but only uses sand on major roads to keep drivers safe?"
- "Yonge street to Bradford needs more passing lanes. Especially with all the subdivisions being built. Construction needs to start ASAP so when the influx of people move in to their homes, the construction on the lanes doesn't make commuting that much more of a headache!!!!!"
- 7th line needs to be widened and resurfaced, with sidewalks- especially in areas close to schools.
- "With the rapidly growing population installing more thruway multi-lane roads will be a good thing to plan for to ensure not only reduced community congestion but accounting for tourist influx in the summer months"
- "Sort of related to the transportation issue, do the go train drivers need to sound the whistle so much as they come through Alcona? It's a very safe crossing and seems unnecessary so close to the residential area. Thank you!"
- "A small bus service would be more beneficial. People feel safer on a bus than taking a cab ""uber"". I feel like this will be taken advantage of and used as a cheap cab service for drinking etc instead of what the town really needs which is transportation for kids and families and youth to places of work and the rec center. Don't get me wrong perhaps a cheap ride home will help reduce drinking and driving which is also really great I just don't think that is the intended purpose of this."
- "Thank you for providing the opportunity to provide input. However, I am a little disappointed with the structure of the survey. It seems that the survey is slanted towards certain solutions, one of which relates to using Uber. While I am glad that at least this option is available to residents as compared to ""nothing"" before May 15. However, paying \$5.00 one-way for getting to train station is quite expensive. My commute to work is already over \$20.00 a day and over \$400.00 a month. Between my husband and I, we spend \$1500- \$1700 a month just for getting to and from work only. Uber is may be acceptable as a temporary solution but it doesn't resolve the

public transit issue on a permanent basis. Why don't you try to find out where people of Innisfil work and how they get to and from work? I bet that when you conducted a study a couple of years ago, the demographics were quite different as compared to now - as a few new areas have been built. Where do people who are buying houses in new developments work (e.g., sleeping lion, etc.)? Do you know? Where/how will they commute when they will move in in 2-3 years? What will this do to traffic on sideroad 20? Soon, kids who are 10-11 now, will become 16-17-20. What options would exist for them to go to "fun" places. How could they travel safely from fun places at night? Using Uber at \$40.00 per ride? Driving drunk? Biking and getting killed on HWY 89? If they need to go to post-secondary schools - how will they get there? Would it be more feasible to invest in improving roads or would it be more feasible to invest in transit? There is no "other" option

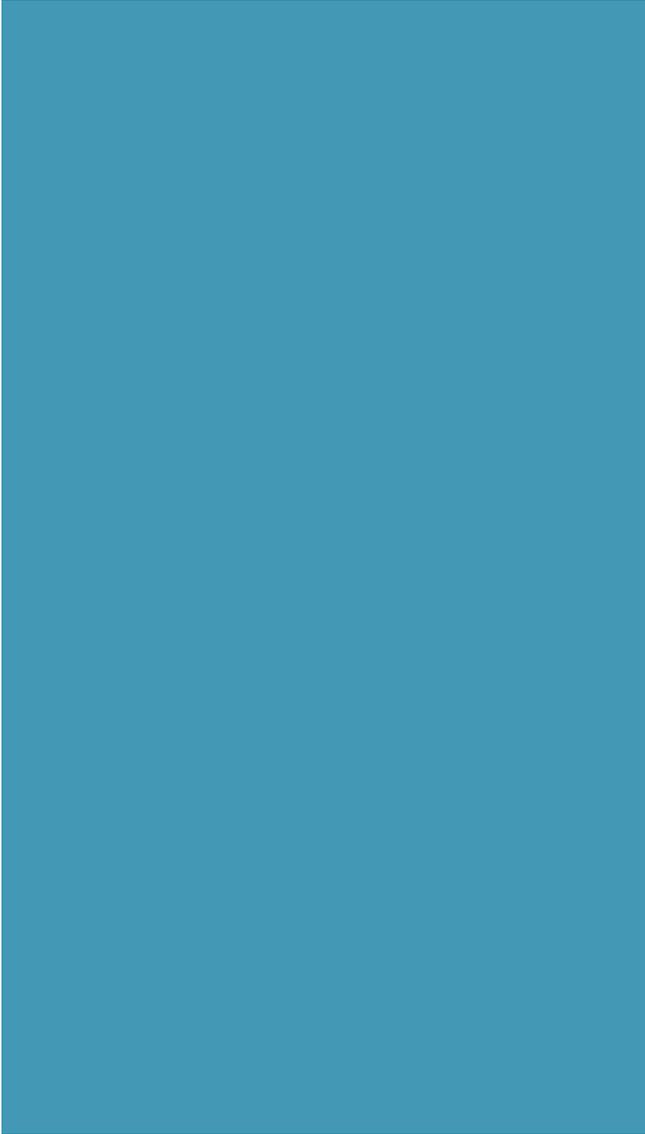
- for question 12 . If there were, I would indicate that I would choose to use a public transit not Uber. Questions related to using sidewalks and bike lanes are lumped together. These are very different ways of getting from one point to another. I think you should have separate questions for using sidewalk and bike lanes. I won't be surprised that your survey may result in data that will be useless to the public but convenient for pushing forward your agenda. Please review your survey for validity. Nevertheless, thank you for the opportunity to comment."
- "It is challenging to see the logistics of this program because it would still not be feasible to get to Barrie where most of the services not available to Innisfil residents are most closely located - if Innisfil was able to connect with Barrie Transit this would make a lot more sense and perhaps even inspire incentive for Barrie because they could garner more business. Similarly with Barrie residents, if they were able to use transit to get to Innisfil they would likely visit the waterfront and contribute to tourist-like economic growth, particularly in the summer months."
- Use buses not uber
- "More trails to get from point a to b. Walking on residential sidewalks is not as enjoyable (prefer a more natural setting).
- Love that we are looking at mass transit! Especially for young people to get to the IRC/YMCA, after school jobs, of the GO."
- "Need for better access to employment sites. Concerned that Uber subsidies will harm regular taxi services. Subsidies should be available for all taxi services"
- "Traffic on Innisfil beach road backs up for miles. Some lights turn red for no reason against the main flow of traffic cause if unnecessary wait times."
- Uber is a great idea. I am looking forward to having it in the future. Hopefully it is coming very soon.
- More interaction needed with other levels of government, e.g. the county and the province
- Scrap it. Gov't assistance is way out of line. Tell them to get a job like hardworking taxpayers

- "Yes partner up with Barrie to have service in Innisfil - it is safer than UBER and will have scheduled runs, you can get a job in Barrie and know that everyday you will have a way to get to work."
- "I think it would be a good idea to have transport that goes from Alcona to the IRC. It would give kids an opportunity to use the facility or opportunity volunteer or work at locations along this corridor. Le Sobys no frills beach ect. when they are too young to drive and parents are working. Right now kids just ""hang out "" at the library or Tim Hortons. Also could also be used to catch the go bus at Yonge and IBR. Also could allow older folks get to the proposed medical clinic or people to shop ect."
- Transportation into Barrie for kids to get to alternative work.../school
- hurry
- "Get something going!! Was extremely disappointed and feeling let down by the town not sticking with the start update of uber!!! Get on with it"
- IBR from Alcona to 400 - make it 4 lanes already.
- "There needs to be traffic lights on Yonge street at many of the lines. I also think the speed limits on most Innisfil street should be lowered."
- Connect the 404 to 400
- "When we resurface roads or reconstruct them one would think now would be good time to install sidewalks . We have areas that have sidewalks ( new subdivision) to get to stores or recreational areas on IBR they have to walk down on busy roads that were just redone (st Johns) but no thought was put in to sidewalks to connect areas. Very poor planning"
- "I think,creating a trail from the most populated area of Innisfil, Alcona, to the Rec Centre for kids and families to use is important. Creating a bike lane to the 6th line go train is important, along with a transit service from the most densely populated areas to go trains is important"
- How old do you have to be to use uber biggest issue is getting kids place even when your at work?
- Lights street lights are not right hard to see sides of roads lights need to be aimed differently
- Yes; user pay, I don't want my taxes subsidizing others. Period.
- "I feel the town needs to address the companies building subdivisions now to plan for active transportation paths, for walking and cycling that are connected. So that someone, if they wish, can move throughout the community without having to use the shoulder of a busy road and endanger themselves."
- Reduce the cost of hydro.
- Thanks for using a illegal transportation service "uber" and putting local taxi drivers out of jobs.
- "Improved care on major roads such as IBR and 7th Line - enormous pot holes that can damage vehicles. Widen major roadways as well"

- "You need a bus that runs from Innisfil Beach Park straight up Innisfil Beach Road to Yonge st and back down to the park. That way folks could connect with buses and rides and use all the services on the Innisfil Beach Road."
- "There is a major lack of wheelchair accessible transportation options in Innisfil. The only option is calling Barrie Taxi and then the cost is not regulated (for example, it cost me \$55 to get from the 25th and 9th line to the 12th line. I was stuck, so I had no choice but to pay it, but the consequence was beans and rice for lunch and dinner for the following week.) A huge concern is the lack of sidewalks after Rose Lane. The gravel shoulders of the road are quite narrow,
- and weakened in some spots, and due to that, as well as some drivers not wanting to share the edge of the pavement, I've almost flipped my mobility scooter into a ditch, including when my daughter was riding on with me."
- "Busing needs to be put in for kids and adults who would like to get to the city of barrie. For work ect. Just a small transit busing to the ymca. Tim Horton. Barrie bus terminal and the go train"
- "The faster we get a go station the better. Reduced traffic and a great way for commuters to avoid the winter travel hazards."
- I would prefer a bus or shuttle service along Innisfil Beach Road
- "im sick and tired of of all the whining in innisfil about we don't have this we don't have that.go elsewhere if you want all the conveniences of the city."
- "The people who do not drive or do not have a car need a service that is reliable and easy to use to connect with Barrie."
- "GET A BUS SYSTEM. For the love of god, what kind of one horse town doesn't have a bus system in 2017? You can't avoid it forever, and you're seriously limiting opportunities for our youth by continuing to ignore the issue. We need busses."
- A cut off from Hwy 400 would be nice to avoid traffic and time.
- Due to a widespread area, transportation in innisfil will service few & cost too much
- A bus to take us to Barrie Downtown
- Roads maintained, proper parking,
- "We don't need uber, it is not an option for kids and teens that would be able to use buses. I used city buses when I was young but my parents would not under any circumstances let me get in a car, uber or taxi alone!"
- "Widen Innisfil Beach Road from highway to lake 4 lanes the whole way...really backs up between 400 and yonge need more lanes at the hwy"
- A bus going to the go stations, downtown Barrie, Mapleview and Bayfield areas, and Georgian College/hospital
- "I work with people who don't have transportation and are in a job search. Uber is not a solution. Often they have no data for a cell phone app, no credit card, and would need a reliable (not the share economy) way to get to work in order to move out of poverty. Uber has been demonstrated to provide poor working conditions for drivers and pays quite low. I fear what this will do for established taxi companies who are able to offer more reliable service. Why weren't they offered a subsidy?"

- Innisfil is to spread out for a bus routes for the costs. I do not want or can afford more taxes for this
- "Uber is not an option for my children to use .I would more likly allow my children to ride the bus than get into a car with someone.I would not allow my 14yr old to ride alone in an uber but would consider allowing him to take the bus with multiple people on it"
- "Please start something asap GO Train very important highway is way to conjusted Widen IBR ASAP Right to 400 hurry town is going"
- I don't drive and I have 2 young kids in car seats so it makes it difficult to travel anywhere that isn't walking distance.
- Drive by car. So we really need a good Highway from Innisfil to Toronto
- Would really like a bus service that would take me to New Market. Go bus is expensive
- I think it would be great to have a bus on Innisfil Beach Road
- "Just wanted to add that in the question above, I can only select one answer. Depending on weather, I might also bike to the proposed 6th Line station."
- If 6th line wasnt already too narrow to drive, I would drive my bike.
- focus on active transportation and multi-use trails instead of sidewalks on certain roads.
- "Needs a Trail Master plan - The Towns Trails are not interconnected and really do not go anywhere - They are just placed where there is room without any real direction"
- "If Innisfil gets transit (like bus) we can cancel school buses for highschool students. Instead, they can take the public transit to school. Public transit can help the elderly get places as well as help reduce the amount of snow day (no school) as well. Majority of the time kids dont go to school because their bus is cancelled. If there was a public bus system, school can still run since they still have a ride."
- I think you should have something similar to TTC
- Instead of uber, I would most likely use something like TTC and even truststarted my children to use it as well
- I strongly recommend a transportation like TTC.
- I'd like to see more sidewalks that lead to key areas like the IRC or schools.





# Appendix F

## 2013 TMP

### Recommendations





# Town of Innisfil Planned Projects

**Table 1: Town of Innisfil Planned Projects**

Map Item#	Road	From	To	Improvement Type
<b>Short-term Improvements (1-5 years)</b>				
2	Big Bay Point Road	20th Sideroad	25th Sideroad	Reconstruction
29	13th Line	Big Bay Point Road / 25th Sideroad	Friday Drive	Reconstruction
30	25th Sideroad (West Side)	Rose Lane	Leslie Drive	Paved Shoulders
31	25th Sideroad (West Side)	Leslie Drive	Innisfil Beach Road	Paved Shoulders
32	St. John's Road	Innisfil Beach Road	Nantyr Drive	Paved Shoulders
33	25th Sideroad	Big Bay Point Road	Rose Lane	Paved Shoulders
35	St. Johns Rd / Maple Rd	Nantyr Drive	Ewart Street	Paved Shoulders
36	Ewart Street	Maple Road	Killarney Beach Road	Paved Shoulders
37	9th Line (South Side)	25th Sideroad	Leonard Street	Paved Shoulders
38	Willard Ave	Leslie Drive	Innisfil Beach Road	Paved Shoulders
39	Adullam Ave	Lebanon Drive	Innisfil Beach Road	Urbanization
<b>Medium-term Improvements (5-10 years)</b>				
1	Big Bay Point Road	Big Bay Point	25th Sideroad	Reconstruction
5	Lockhart Road	100m west of Main St (Sandy Cove)	25th Sideroad	Urbanization
7	Leslie Drive West Extension	20 Sideroad	Oriole Crescent	New Construction
9	20th Sideroad (bypass)	Leslie Drive	South of Innisfil Beach Rd	New Construction
11	St. John's Road	Innisfil Beach Road	Nantyr Drive	Urbanization
14	Killarney Beach Road / 4th Line	John Street	Yonge Street	Urbanization
16	Killarney Beach Road	20th Sideroad	Ewart Street	Urbanization
17	Ewart Street	Killarney Beach Road	300 metres north of Killarney Beach Road	Urbanization
25	6th Line	20 Sideroad	St Johns Road	Urbanization
34	20th Sideroad	9th Line	4th Line	Paved Shoulders
<b>Long-term Improvements (10+ years)</b>				
3	Mapleview Drive	25th Sideroad	20th Sideroad	Reconstruction
4	Lockhart Road	20th Sideroad	100m west of Main St (Sandy Cove)	Reconstruction
6	25th Sideroad	Innisfil Beach Road	Leslie Drive	Urbanization
8	20th Sideroad	Leslie Drive	Big Bay Point Road	Reconstruction
10	7th Line	20th Sideroad	St Johns Road	Urbanization
12	Belle Aire Beach Road	Sideroad 20	GO Transit Station (Proposed)	Urbanization
13	Belle Aire Beach Road	East of GO Transit Station (Proposed)	Maple Road	Urbanization

Map Item#	Road	From	To	Improvement Type
15	Killarney Beach Road	Yonge Street	20th Sideroad	Reconstruction
18	Ewart Street / Maple Rd / St. Johns Rd	300 metres north of Killarney Beach Road	Nantyr Drive	Urbanization
19	25th Sideroad	Big Bay Point Rd	Mapleview Drive East	Reconstruction
20	25th Sideroad	Mapleview Drive East	Henderson Drive	Reconstruction
21	25th Sideroad	Henderson Drive	Lockhart Road	Urbanization
22	25th Sideroad	Lockhart Road	Rose Lane	Urbanization
23	25th Sideroad	Rose Lane	Leslie Drive	Urbanization
24	9th Line	20 Sideroad	25th Sideroad	Urbanization
26	6th Line	County Road 27	20 Sideroad	Reconstruction
27	7th Line	Yonge Street	20 Sideroad	Reconstruction
28	9th Line	Yonge Street	20 Sideroad	Reconstruction

Source: 2014 Town of Innisfil Transportation Master Plan (TMP)

Note:

The phasing for these projects is:

- Short-term (1-5 years), before 2018
- Medium-term (5-10 years), before 2023
- Long-term (10+ years), after 2023

Projects completed since the 2013 TMP are removed from the list, and improvement types are updated based on more recent information and the Town's more recent recommendations, such as the Trails Master Plan, where applicable.

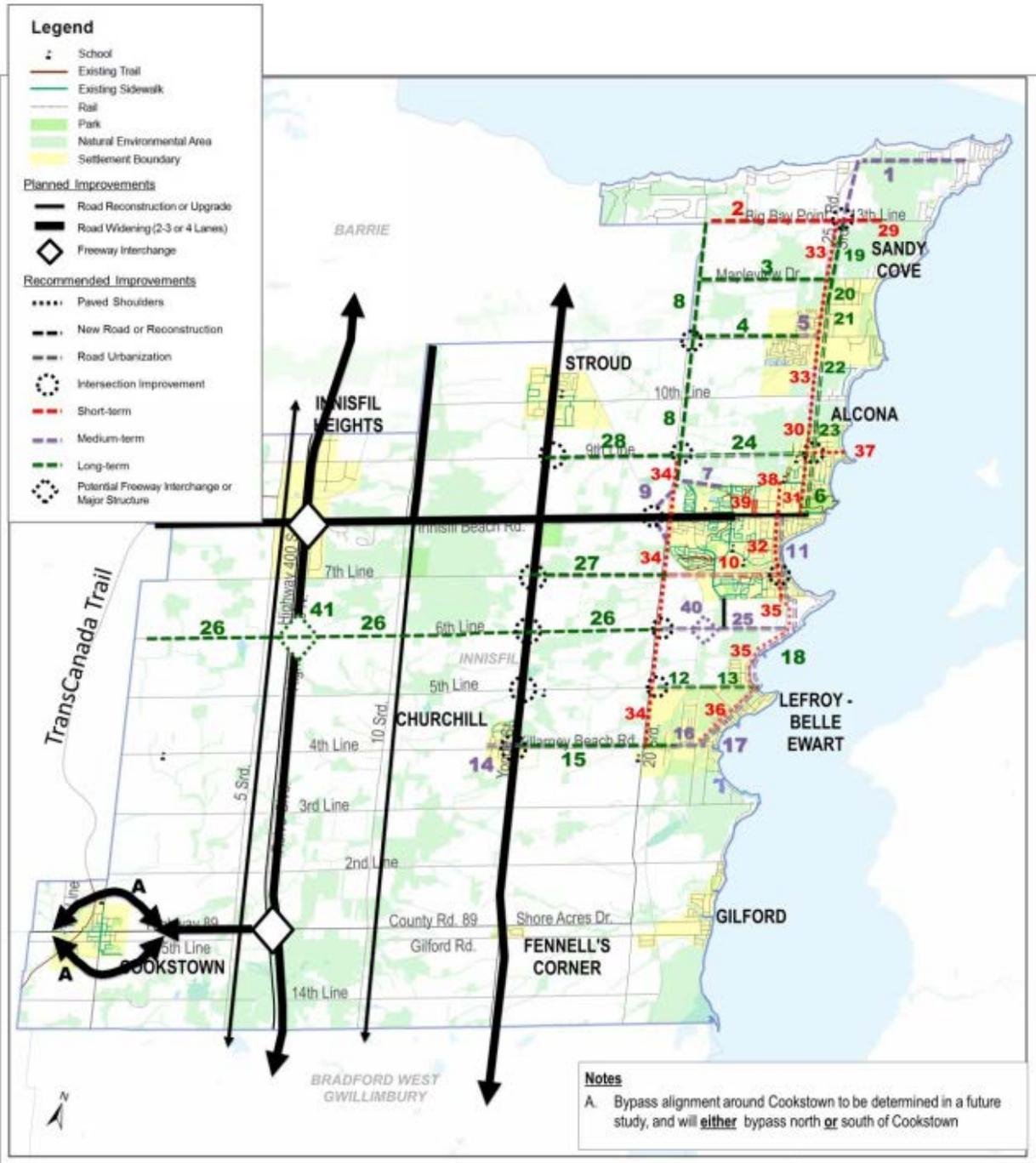


Exhibit 1: Town of Innisfil Planned Projects (Source: 2014 TMP)