Appendix B
Public Consultation Materials

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Transportation Master Plan

Town of Innisfil

Welcome

to Public Open House 1

Transportation Master Plan

Town of Innisfil

Station 1

Sign-in, Welcome, and Context

What is this study about?

Purpose

Support **all modes of travel** (auto, transit, on road and off road active transportation)

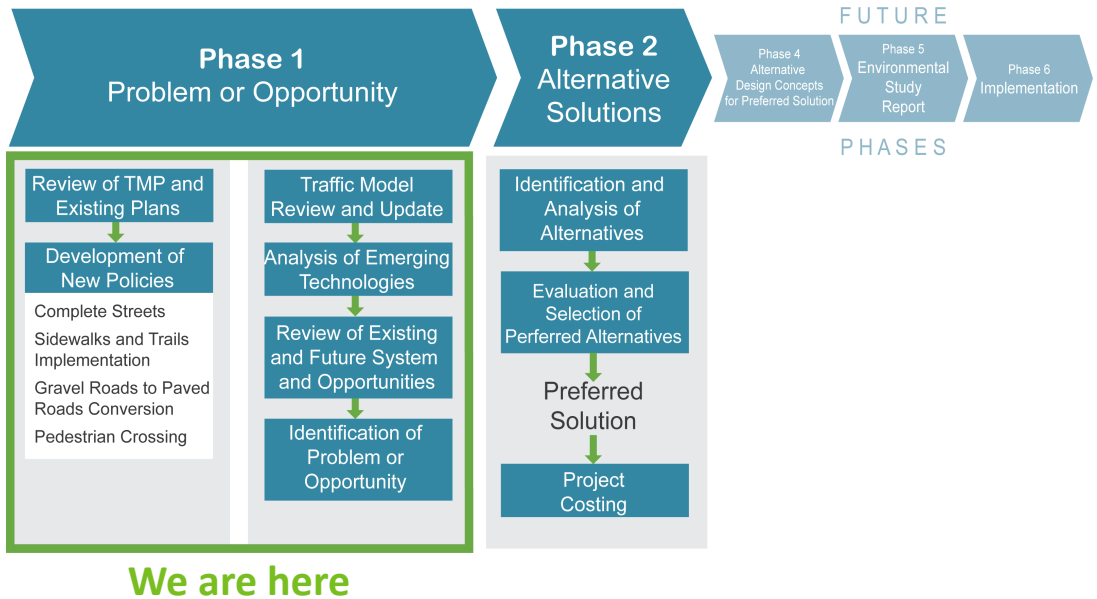
Identify **gaps and opportunities** in the transportation network

Accommodate growth to 2031 and beyond

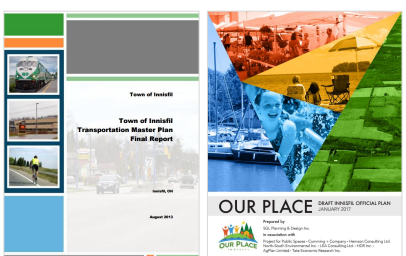
Support existing and future land uses

Develop a **well-integrated, multi-modal, and sustainable transportation network**

Following Phase 1 and 2 of the EA Process



This Transportation Master Plan (TMP) will:



Update the Town's 2013 TMP and align with the Town's future growth, servicing, and infrastructure plans

Serve as a blueprint for the Town to develop its future transportation network

Develop new sidewalk and trail policies

Develop complete streets policies

Enhance the Town's connectivity to the County and inter-regional transportation network

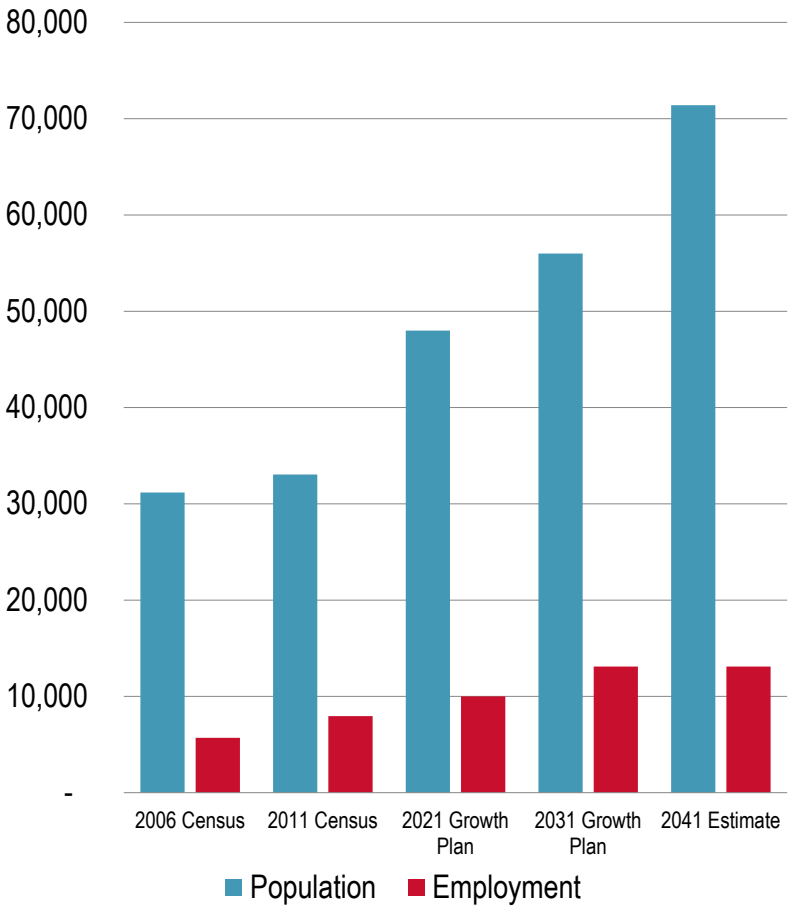
Study Area

Regional Context

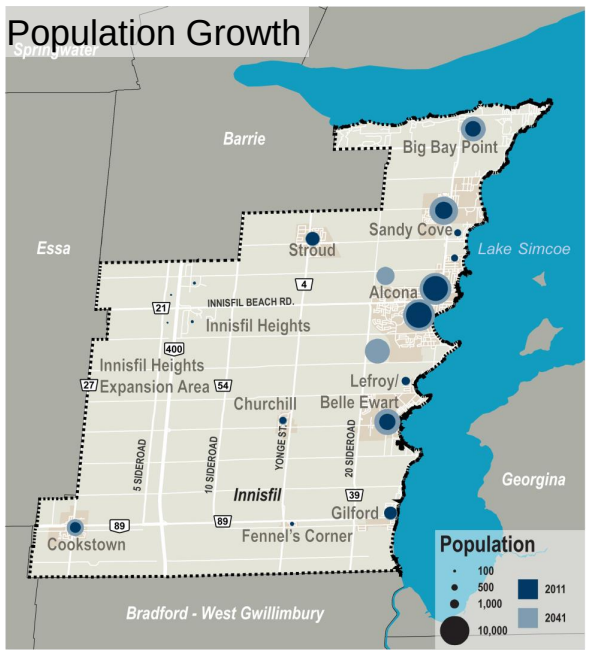
The Town of Innisfil is located in south-eastern Simcoe County and borders the City of Barrie, the Township of Essa, the Town of New Tecumseth, the Town of Bradford West Gwillimbury, and Lake Simcoe.

Innisfil Tomorrow

Planned Growth



2011 to 2041 Population and Employment Growth

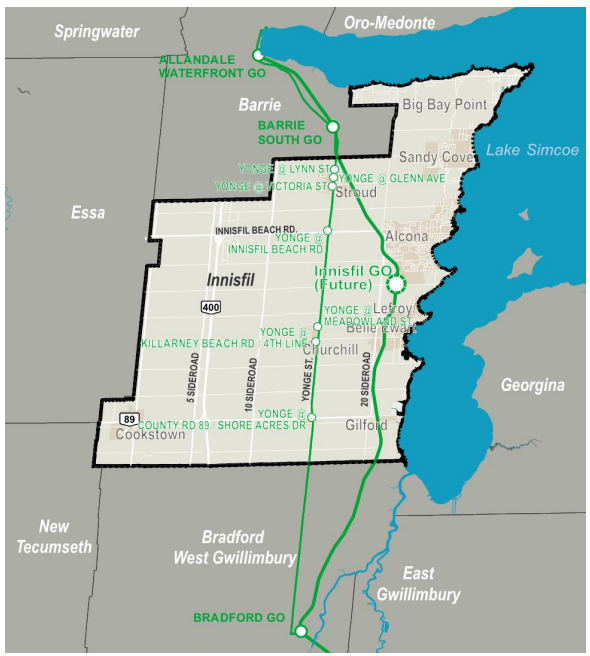


Innisfil Tomorrow

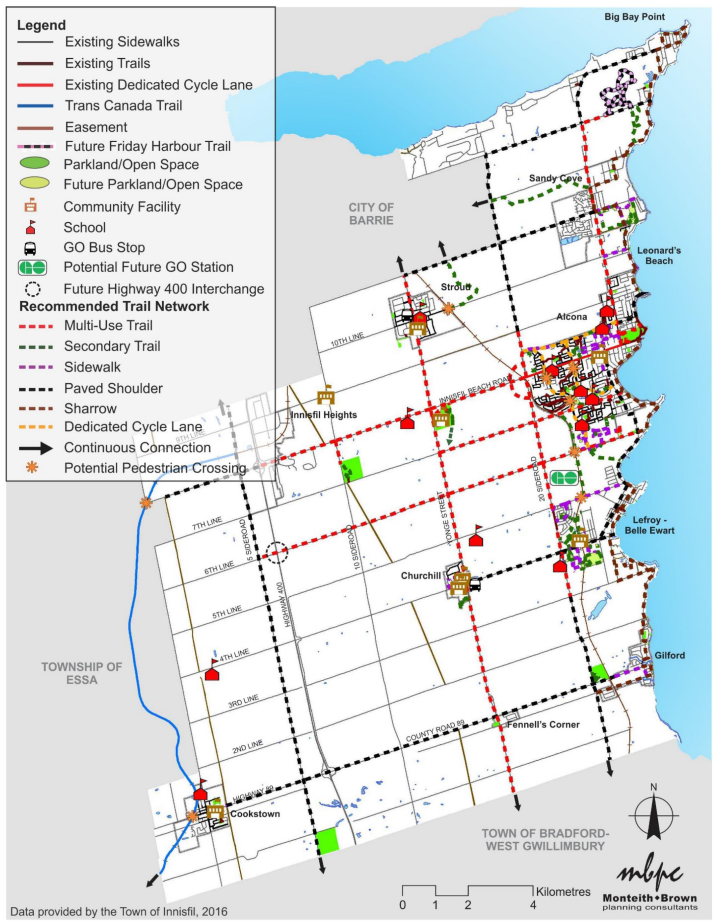
Planning Context

The Town's TMP Update will be developed within the context of existing policies and initiatives at the provincial, county, and local levels, including:

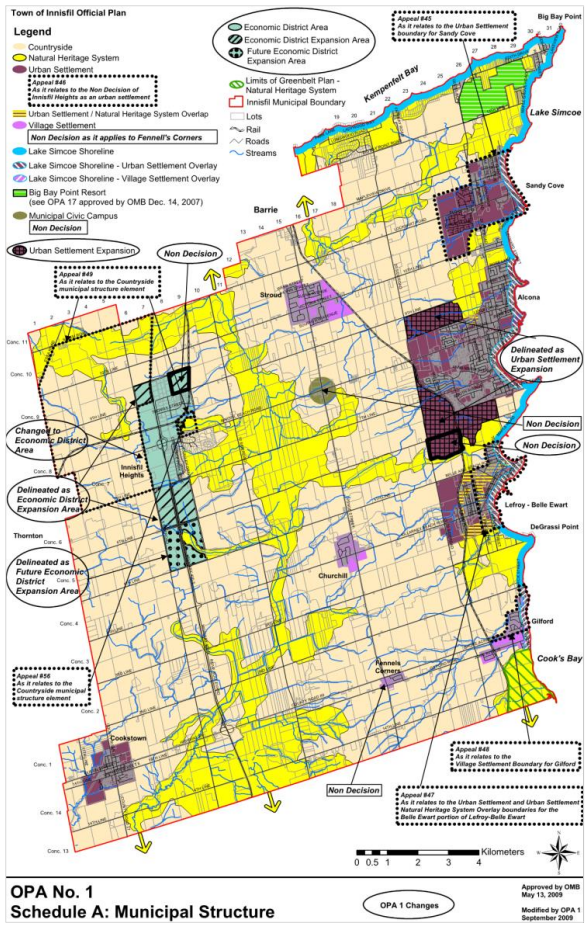
- Highway 400 improvements
- Metrolinx's 10-year RER program
- The County of Simcoe Official Plan
- *Our Place*, The Town of Innisfil draft Official Plan
- The Town's Trails Master Plan
- Demand Responsive Transit (Uber Partnership)



Existing and Future GO Network



Recommended Trails Network



Town Official Plan

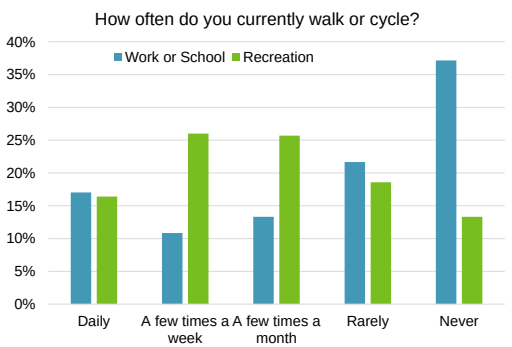
What we heard from our questionnaire

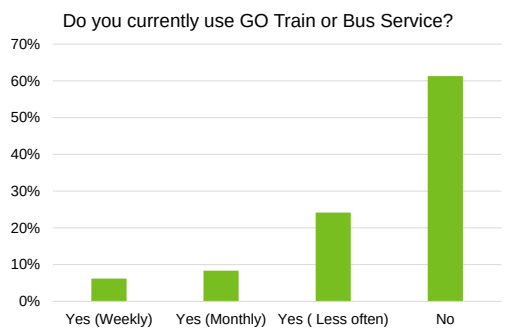
What you find important now

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

● = 10%

How you get around now





We received over 300 survey responses in 2 months

Thank you for your input!!

Respondents voiced **concerns about on-demand transit** in Innisfil, primarily:

- Cost of the service
- Waiting time / availability of drivers
- Safety (driver qualifications, professionalism, and screening)

59% of survey respondents are willing to use the Town's **on-demand transit** system

UBER

Some respondents would prefer a **bus-based transit** in Innisfil – particularly connecting to Barrie

Improved road maintenance (including snow clearing) is a priority

Road **safety**, especially speeding, is a concern

Respondents would prioritize **sidewalk improvements** around the Innisfil Recreation Centre, schools, and in residential neighbourhoods. Specific locations mentioned include St. John's Rd. and 7th Line.

80% of survey respondents would **walk or cycle** more often if **safer, more accessible infrastructure** was provided

Transportation Master Plan

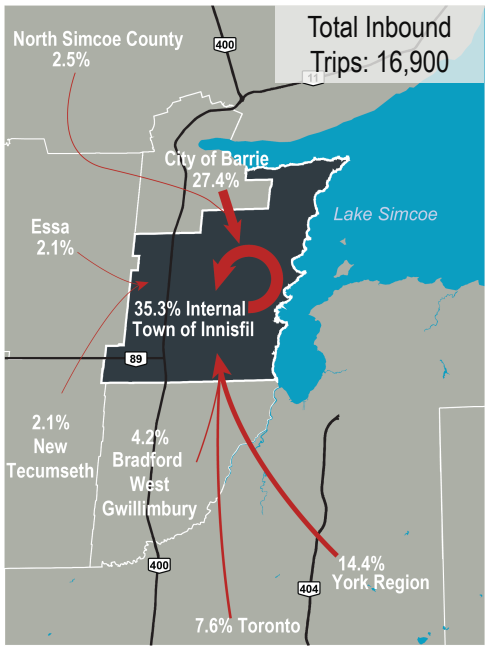
Town of Innisfil

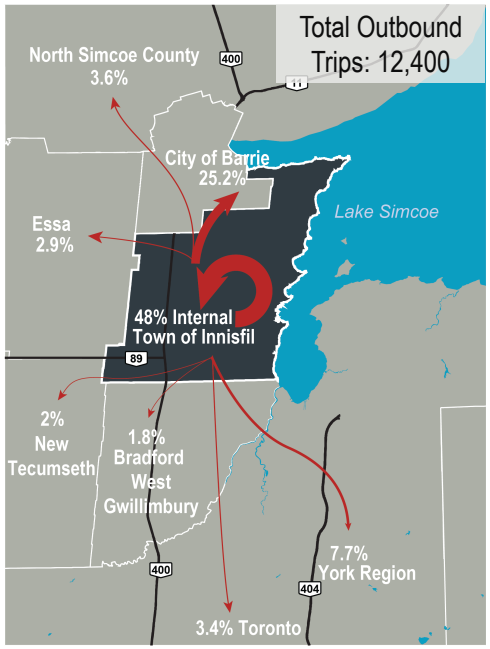
Station 2

Existing Conditions

Innisfil Today

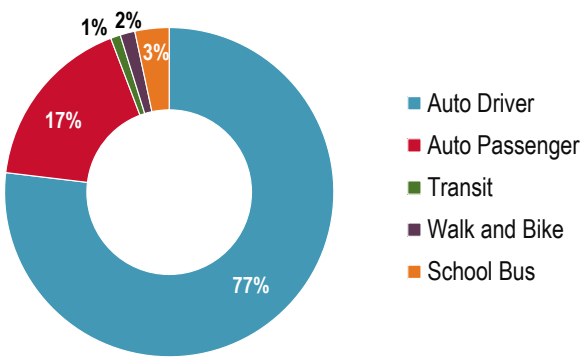
External Travel Patterns





* Origin-destination trip percentage less than 2% not shown on maps

PM Peak Period Modal Split (3:30-6:30 pm)

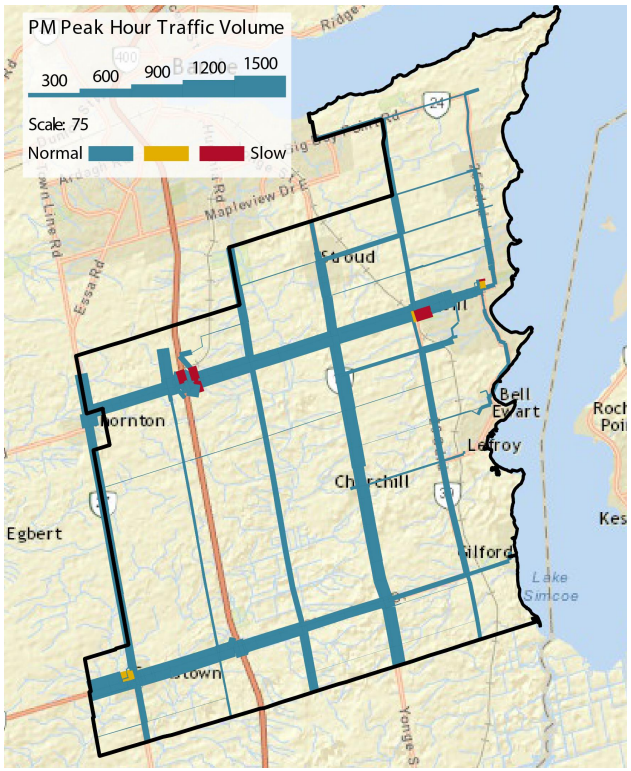


Internal Travel Demand

Source: 2011 Transportation Tomorrow Survey

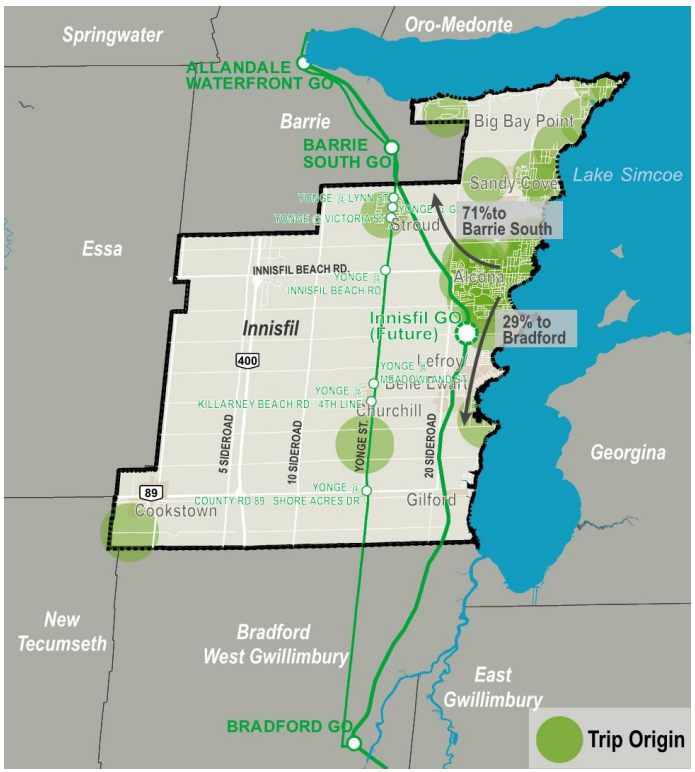
Existing Demand

Traffic Volumes



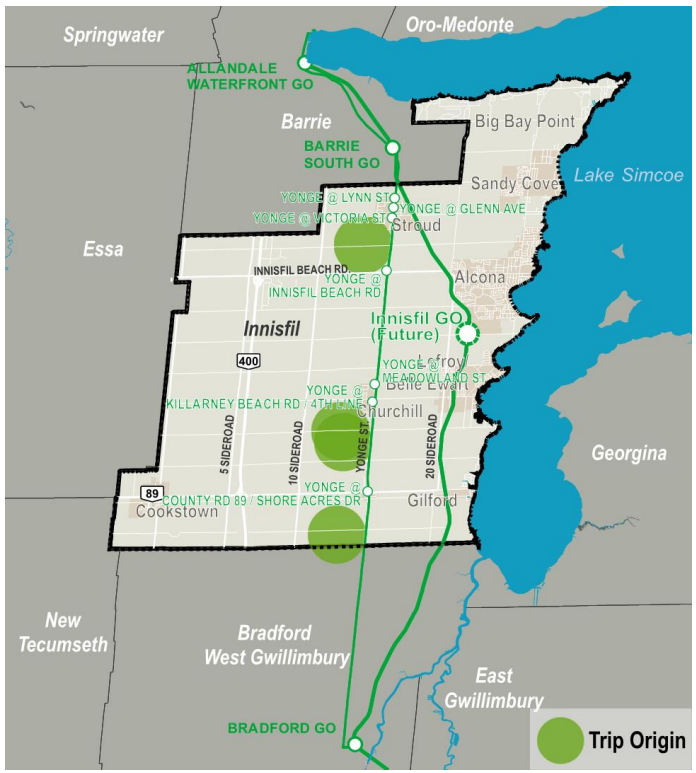
PM Peak Hour Traffic Volumes

Transit Demand



Existing GO Rail Daily Trip Origins

- Approximately 200 passengers use GO Rail Service in Innisfil per day
- Most passengers come from Alcona
- Most passengers come board at Barrie South GO Station



Existing GO Bus Daily Trip Origins

- Approximately 200 passengers use GO Bus Service in Innisfil per day

Transportation Master Plan

Town of Innisfil

Station 3

New Policies

Complete Streets Policy

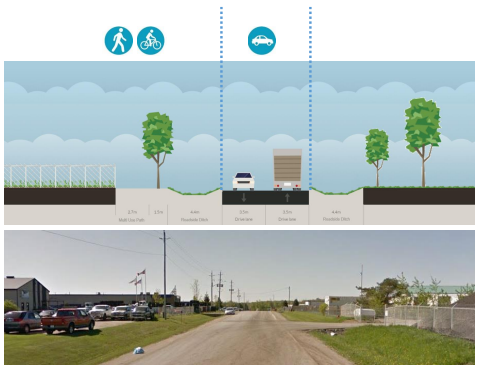
Street Typologies

Downtown Commercial Streets

- Downtown Commercial Streets are usually the centre of social, civic, economic, and tourism activity
- Example: Queen Street in Cookstown

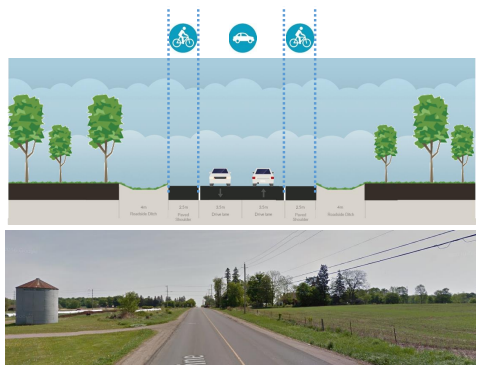
Residential Streets

- Higher priority given to active modes
- Traffic calming is recommended to encourage low traffic speed
- Example: Westmount Avenue in Alcona



Industrial / Employment Streets

- Located in employment areas
- Serve high volumes of vehicular traffic including commercial vehicles
- Example: Bowman Street in Innisfil Heights



Rural Streets

- Located outside of settlement areas next to agricultural land and open space
- Corridors for longer distance travel and settlement area access
- Paved shoulders provide a safe area for cyclists and pedestrians
- Example: 10th Line

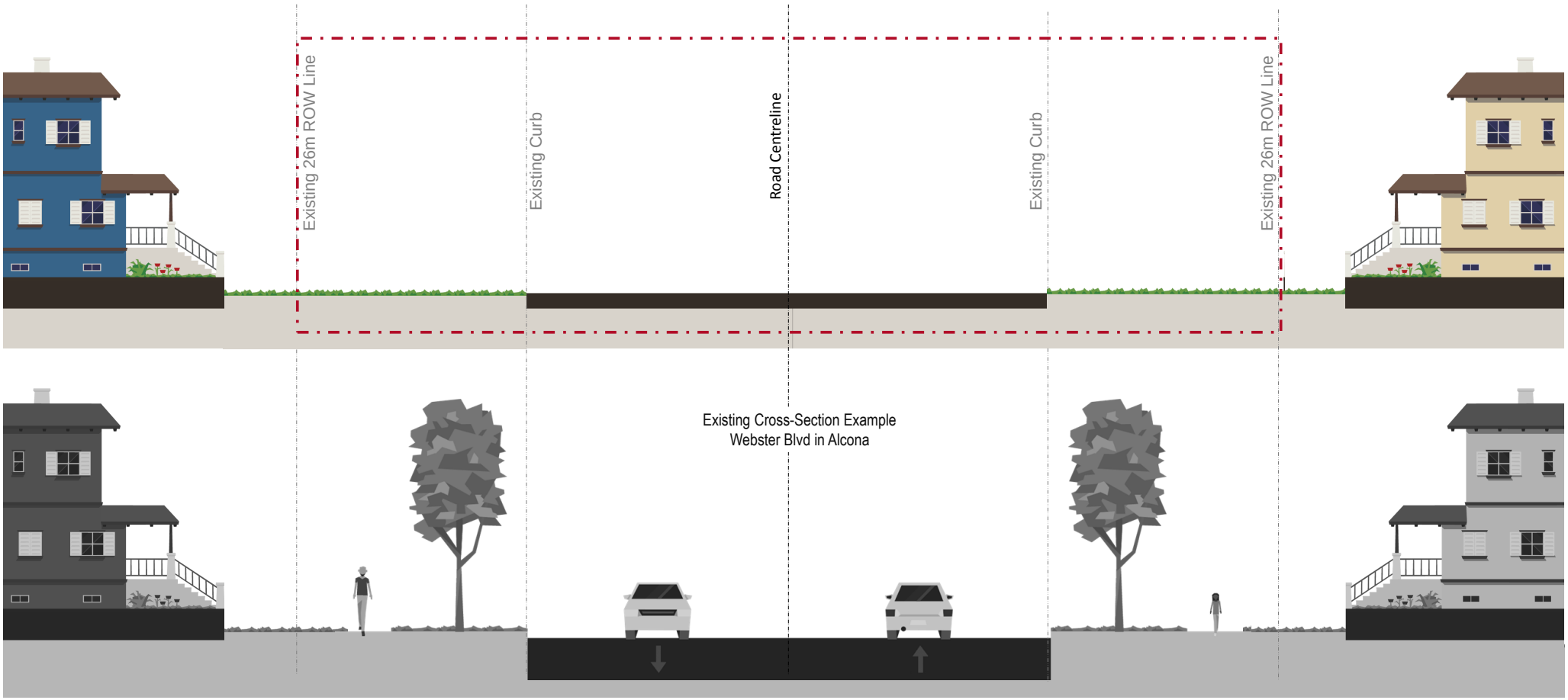
Please write your feedback using the post-it notes

The goal of the **Complete Streets** approach to street design is to improve **accessibility**, **safety,** and **comfort** for **all** road users while respecting the street's context.

The Draft Complete Streets Toolbox will guide the implementation of Complete Streets within Innisfil, providing a menu of design options for application on both existing and new streets.

Complete Streets Activity

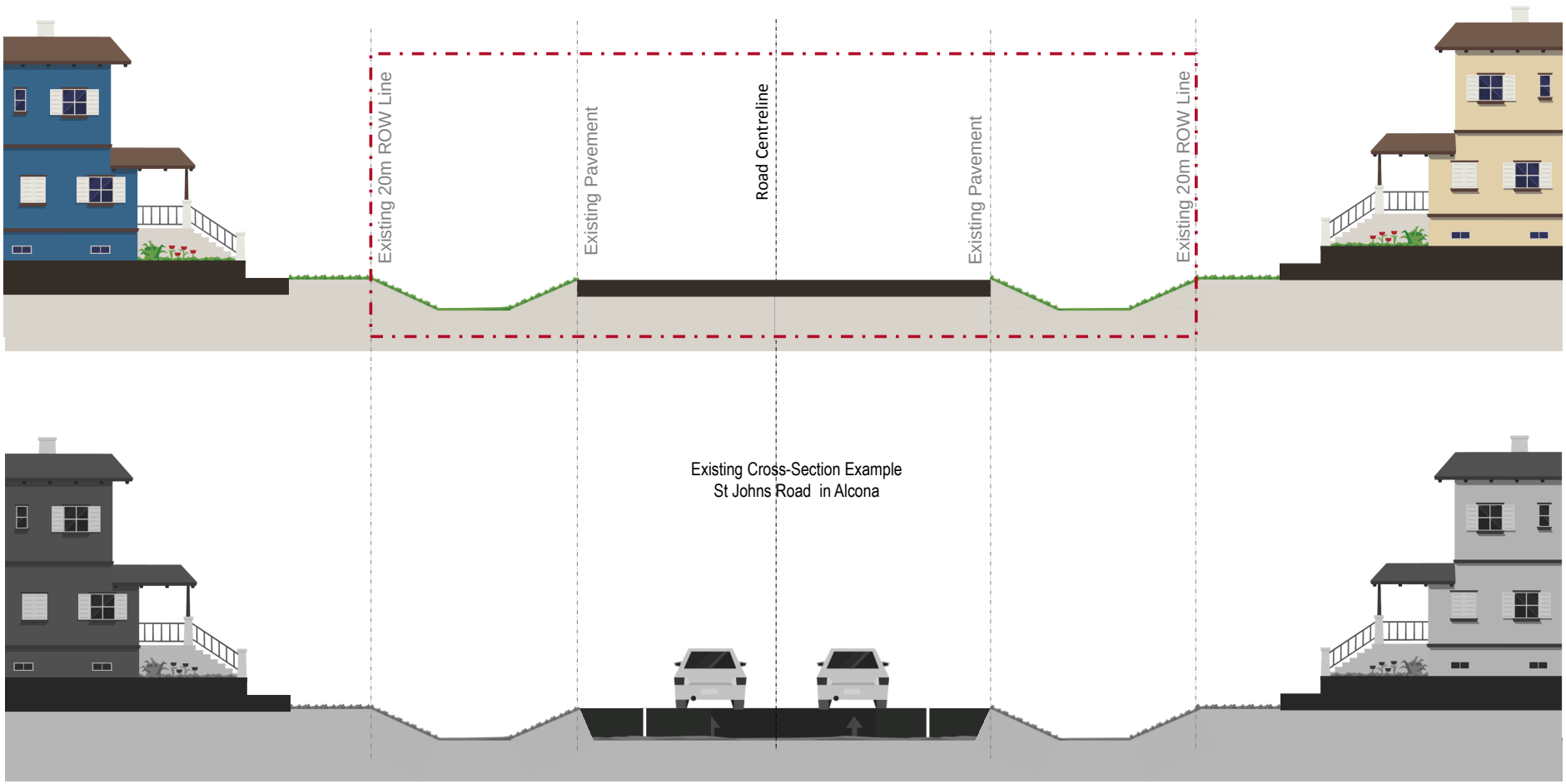
Create your ideal Street – Webster Boulevard



Create your own preferred street design for Residential Street using the different components provided: fit the components within the red box above, which indicates the space available to achieve a 26m right-of-way

Complete Streets Activity

Create your ideal Street – St Johns Road, Alcona



Create your own preferred street design for Residential Street using the different components provided: fit the components within the red box above, which indicates the space available to achieve a 20m right-of-way

Sidewalk Prioritization Policy

Decision Making Criteria

Candidate locations for sidewalks can be evaluated based on 4 main criteria:

Land use, trip generators, and connectivity

Sub-criteria include:
- Proximity to institutional, medical, retirement, recreational, or tourism facilities
- Proximity to a transit station or Uber pick-up zone

Roadway characteristics

Sub-criteria include:
- Presence of sidewalks on either side of the street
- Number of traffic lanes
- Posted speed limit

Public support

Sub-criteria include:
- Number of requests
- Evidence of pedestrian use

Constructability and cost

Sub-criteria include:
- Available right-of-way
- Impacts to sensitive environmental features
- Cost

There are many roads under the Town's jurisdiction that could be enhanced by adding sidewalks, but there are limited funds for construction each year. The objective of this policy proposal is to establish a rational framework for prioritizing the construction of sidewalks.

Which one of these criteria do you think is most important?

Put a green dot under the image.

Road Upgrade Prioritization Policy

As Innisfil and surrounding areas grow, the Town's road needs continue to evolve:

- More road maintenance
- Changing needs of industries
- Changing expectations

There are many roads under Town jurisdiction that need to be upgraded with limited funds for construction each year.

The objective of this policy proposal is to establish a framework for prioritizing pavement projects.

Step 1: Categorize road as candidate for reconstruction or hard surfacing

Step 2: Prioritize projects using a point allocation system

Reconstruction Point Allocation System

Proposed Criteria

- Geometry
- Drainage
- Structure
- Existing Settlement Area
- Complete Streets
- Surface Condition
- Traffic Volumes
- Active transportation trip generators
- Continuity of paved surfaces
- Available right-of-way
- Utility impacts
- Impacts to sensitive environmental features
- Cost

Hard Surfacing Point Allocation System

Proposed Criteria

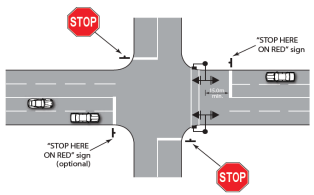
- Surface condition
- Traffic volumes
- Existing settlement area
- Active transportation trip generators
- Continuity of paved surfaces
- Cost

Pedestrian Crossings Policy

Crossing Types

Traffic control signals

- At signalized locations crossings are controlled by WALK and flashing DON'T WALK phases.
- Implemented at intersections, accesses, or mid-block where demand is high.



Intersection pedestrian signals and midblock pedestrian signals

- Pedestrian crossing is controlled on the main street by standard traffic lights. Pedestrians push a button activating the signal to stop the traffic on the main street.

Pedestrian crossovers

- Motorists must yield to pedestrians in crossovers.
- The design can consist of overhead illuminated signs with flashing amber beacons, regulatory signs, pavement markings, and no passing signs.

Stop and yield control

- Motorists must yield to pedestrians crossing the minor street at a 2-way stop, at all legs of an all-way stop, and at yield-controlled intersections

Crossing guard

- Adult crossing guards in place to provide protection for pedestrians crossing the street.
- Vehicles must yield to a crossing guard.

Pedestrian grade separation

- Grade separated crossings physically separate pedestrian and vehicles.
- Highest protection and cost.
- May be recommended where there are obvious safety concerns, such as high traffic volume or high vehicle speeds

Please write your feedback using the post-it notes

How and when should pedestrian crossings be implemented?

The objective of the Pedestrian Crossings Policy is to help the Town make consistent and justifiable decisions on how and when to implement pedestrian crossings.

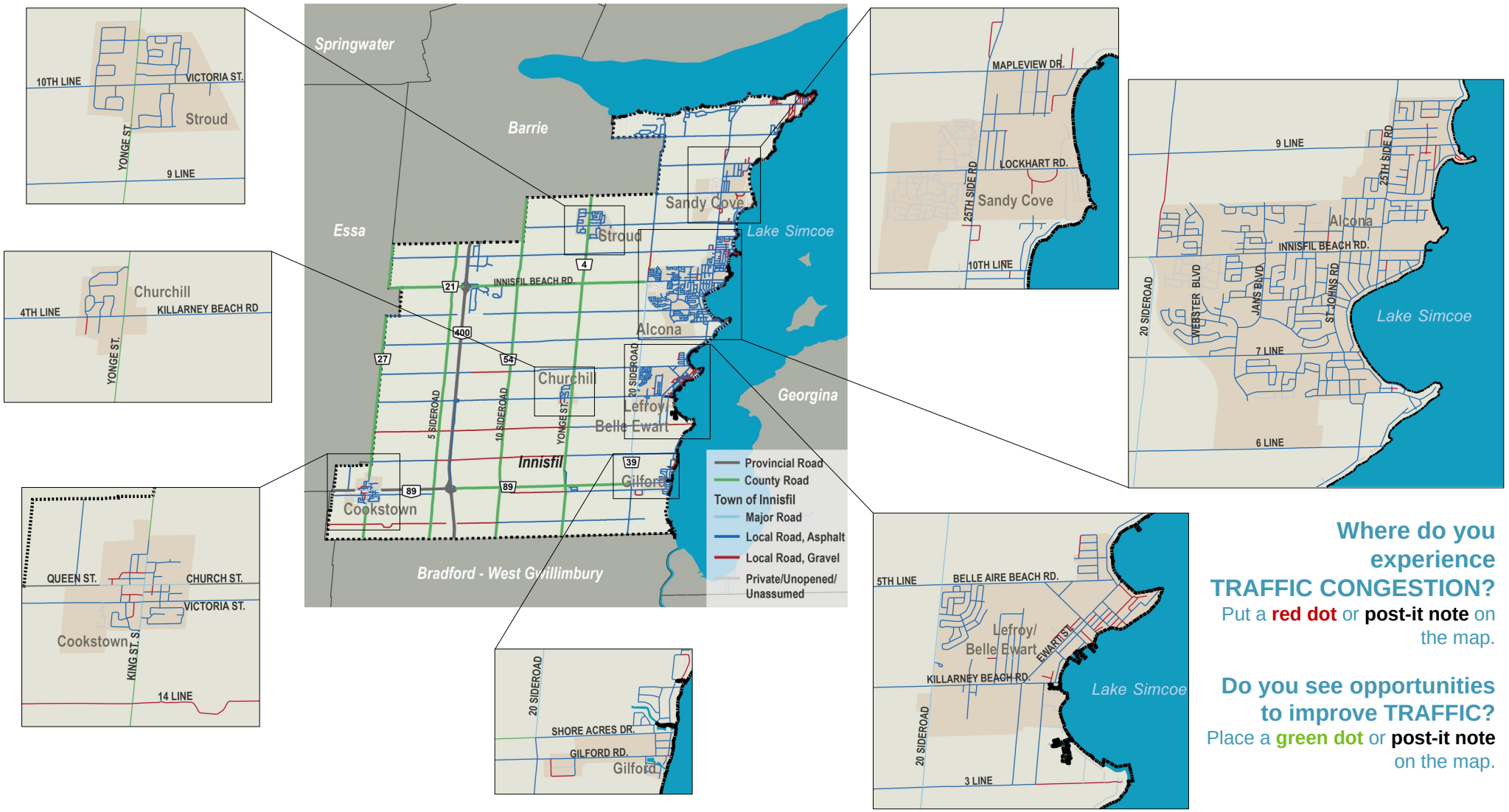
Transportation Master Plan

Town of Innisfil

Station 4

Your Vision

Road Network



Where do you experience TRAFFIC CONGESTION?
Put a **red dot** or **post-it note** on the map.

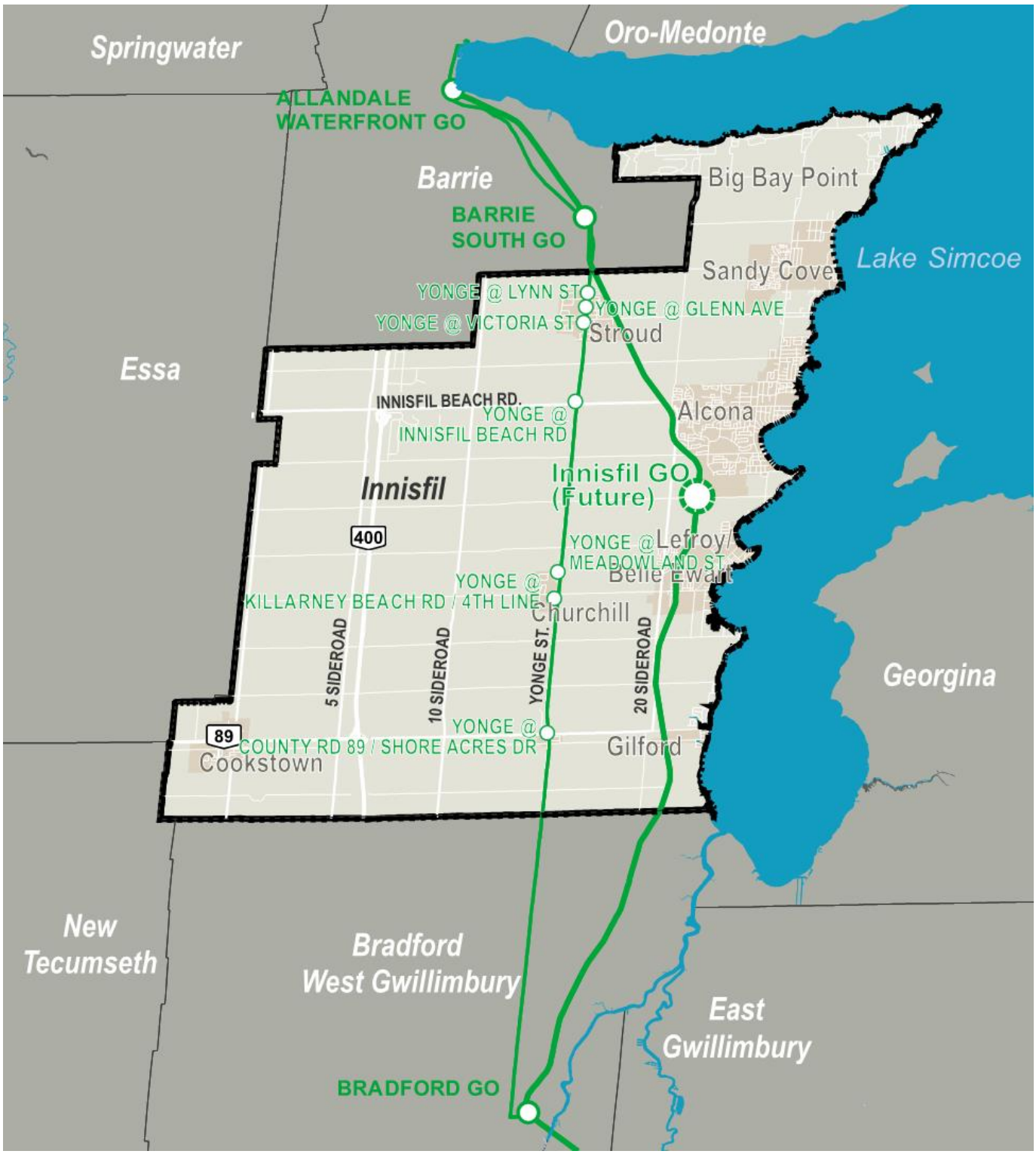
Do you see opportunities to improve TRAFFIC?
Place a **green dot** or **post-it note** on the map.

On-demand Micro Transit

Where would you use Innisfil's new ON-DEMAND MICRO TRANSIT service?

Put **pins & strings** on the map to indicate **where would you like to take the service to and from?**

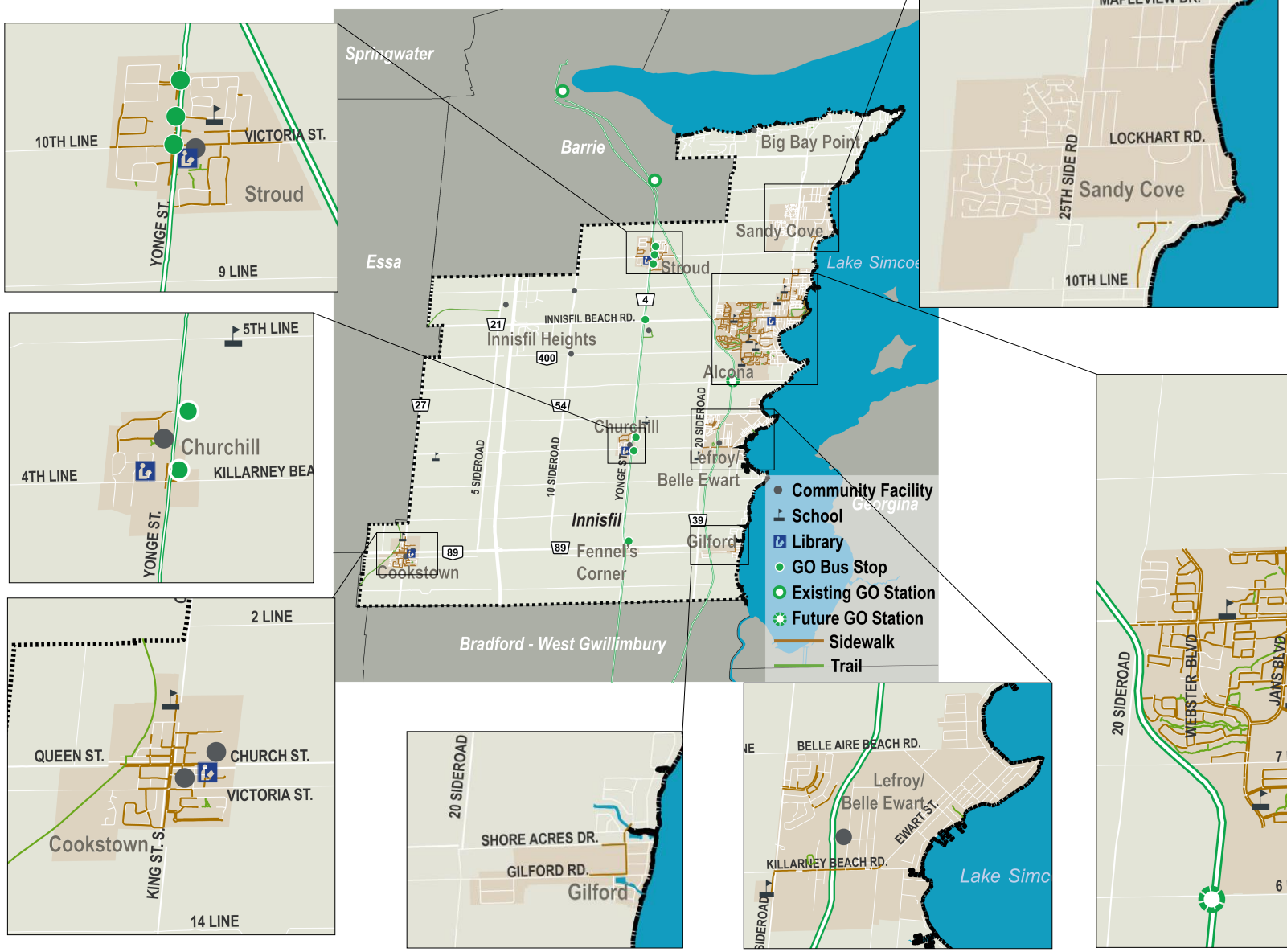
GO Transit



Will you use the new GO Station or continue to use an existing GO Station?

Put **pins & strings** on the map to indicate where you would start your trip, and which station you would go to.

Pedestrian Network



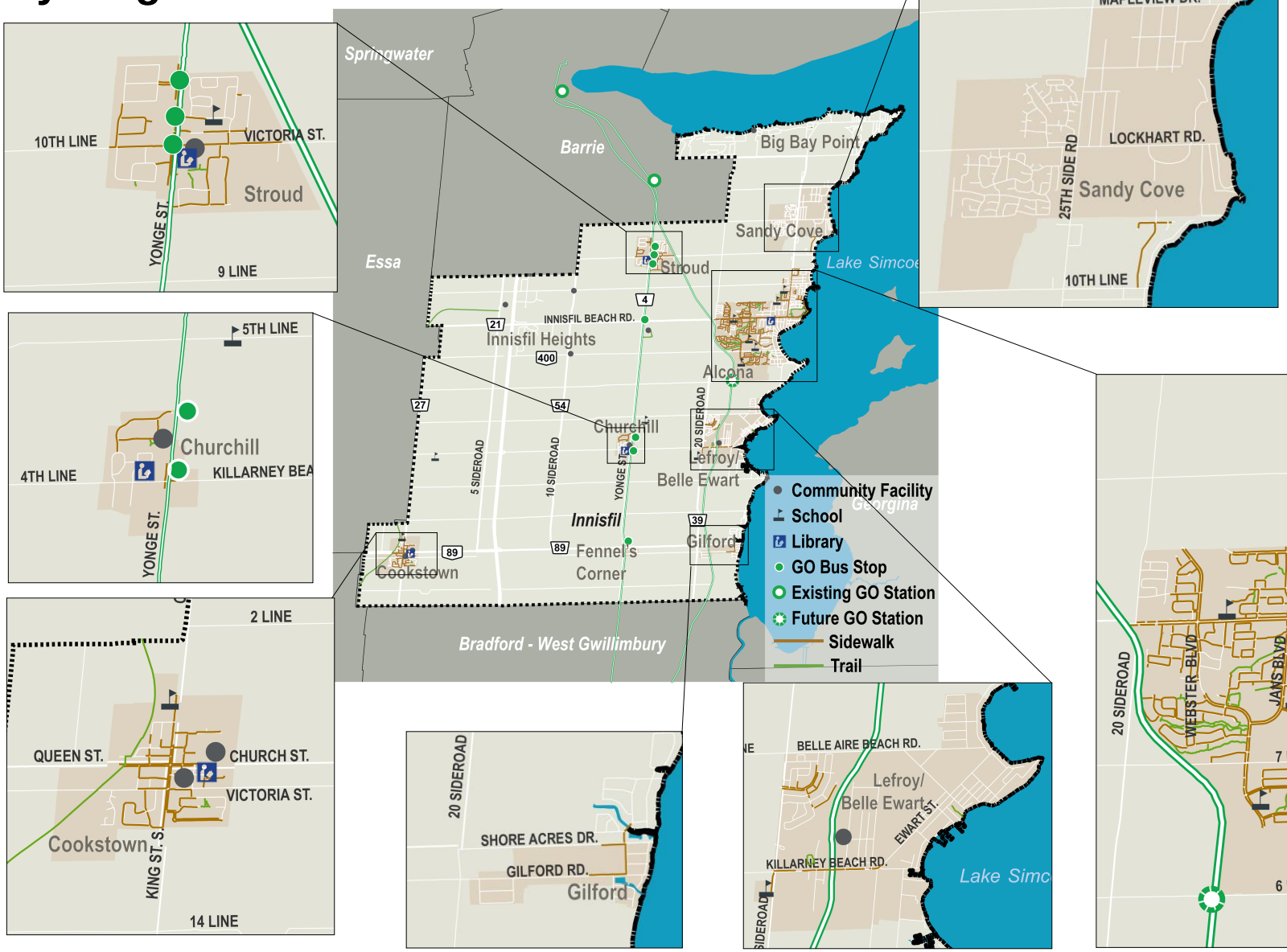
Where do you see gaps or opportunities in the PEDESTRIAN network?

Put a **red dot** or **post-it note** on the map. Place a **green dot** for opportunities.

Where would you like to walk to and from?

Put **pins & strings** on the map to indicate your preference.

Cycling Network



Where do you see gaps or opportunities in the CYCLING network?

Put a **red dot** or **post-it note** on the map. Place a **green dot** for opportunities

Where would you like to cycle to and from?

Put **pins & strings** on the map to indicate your preference.

Draft Problem and Opportunity Statement

The Town of Innisfil is characterized by **distinct communities** that are **spread out through the Town and not well connected**. As such, almost all travel is made by car.

By 2031, **people and jobs in the Town are expected to double**. Without a balanced transportation strategy, Innisfil residents face traffic congestion which will impact their quality of life.

Fortunately, the Town has **big opportunities ahead** with a recently completed Trails Master Plan, a new GO station being planned on the 6th Line, and a new demand-responsive transit service.

By capitalizing on these needs and opportunities, the Town will achieve its **transportation vision**:

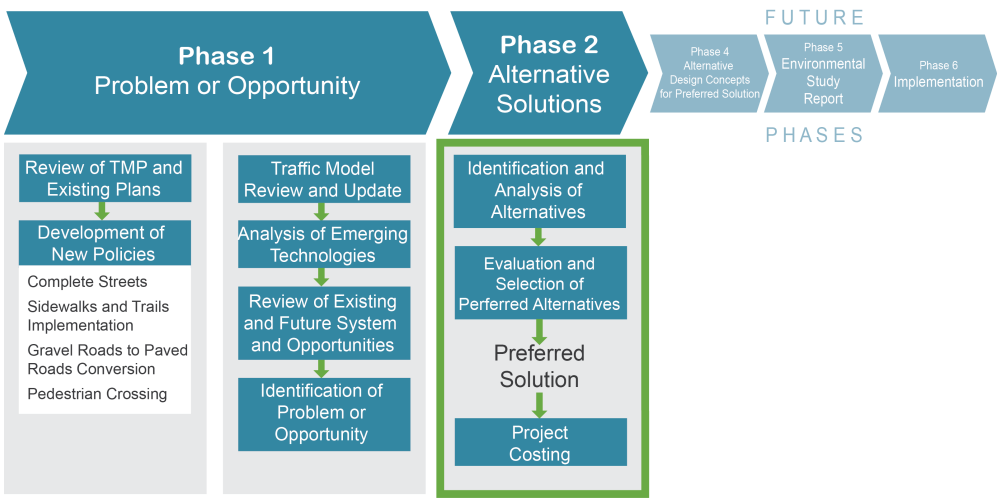
Innisfil's transportation system connects people and communities, fosters healthy living, and operates efficiently across the Town as an environmentally and financially sustainable system.

What do you think about this draft Vision Statement?

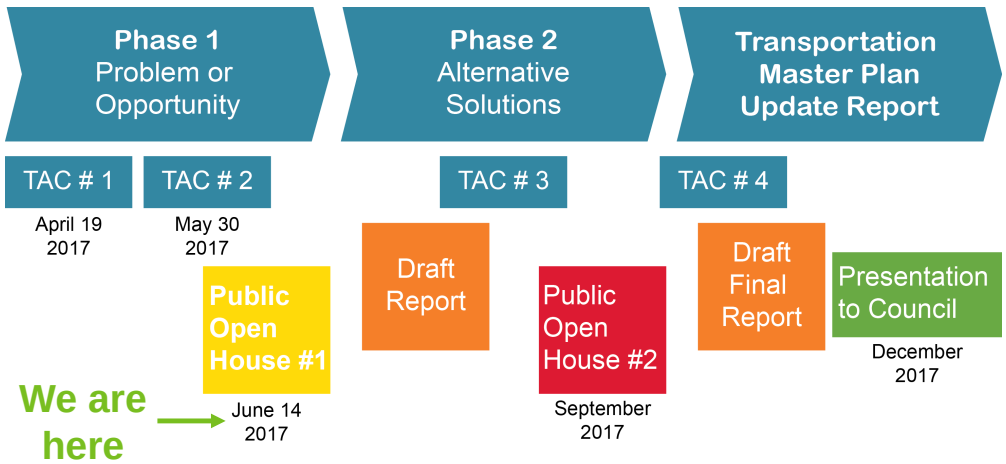
*Place a **green dot** if you like it, a **red dot** if you don't, or provide comments on a **post-it note.***

Thank you for attending the Public Information Centre

Next Phase



Study Schedule



Keep Informed

www.innsfil.ca/tmp

Contact Us

Please share your thoughts or opinions about the Innisfil Transportation Master Plan by contacting our project team:

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Innisfil, ON L9S 1A1
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Town of Innisfil

Transportation Master Plan Update

Welcome

to Public Open House 2

September 13th, 2017

What is this study about?

Purpose

A **long-term plan** to support **all modes of travel**

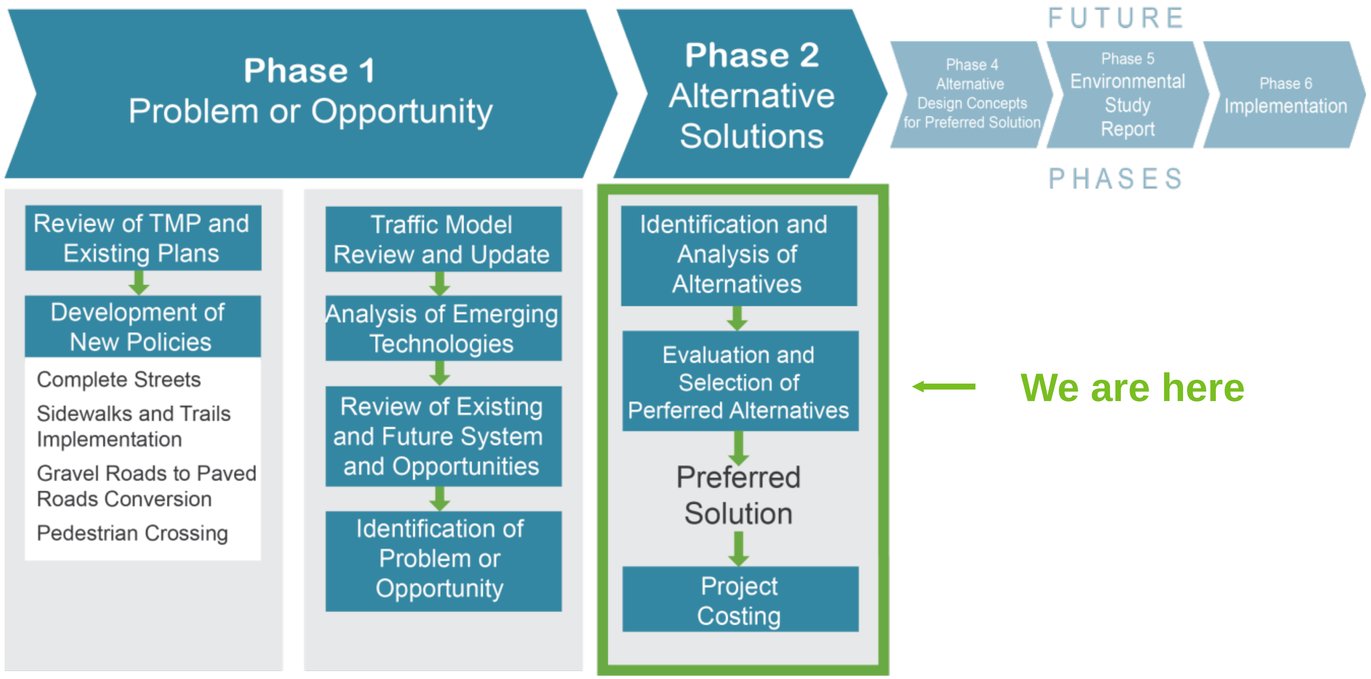
Identify **gaps and opportunities** in the transportation network

Accommodate growth to 2031 and beyond

Support existing and future land uses

Develop a **well-integrated, multi-modal, and sustainable transportation network**

Following Phase 1 and 2 of the EA Process



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Enhance the Town's connectivity to the County and inter-regional transportation network

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…including existing policies and initiatives at the provincial, county, and local levels:

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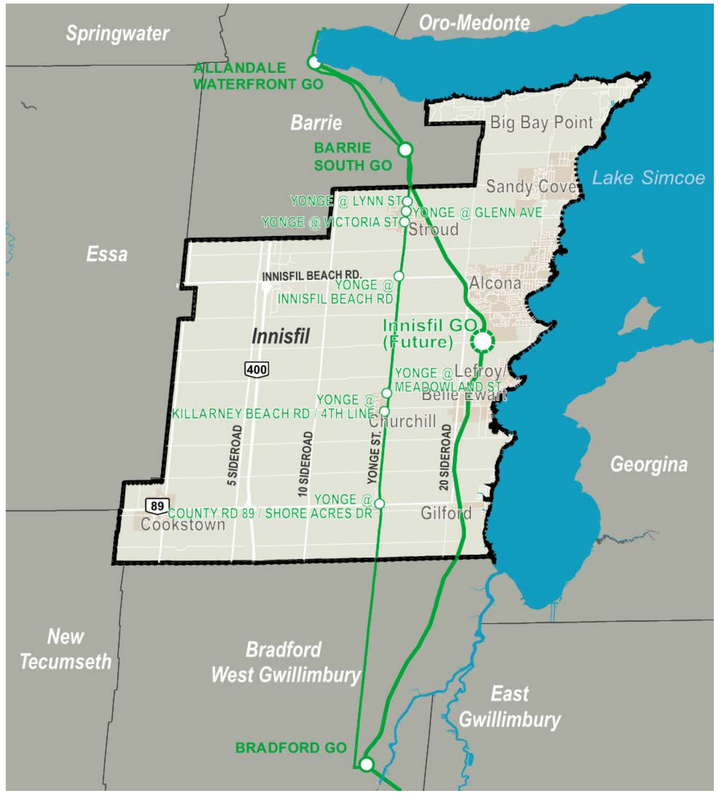
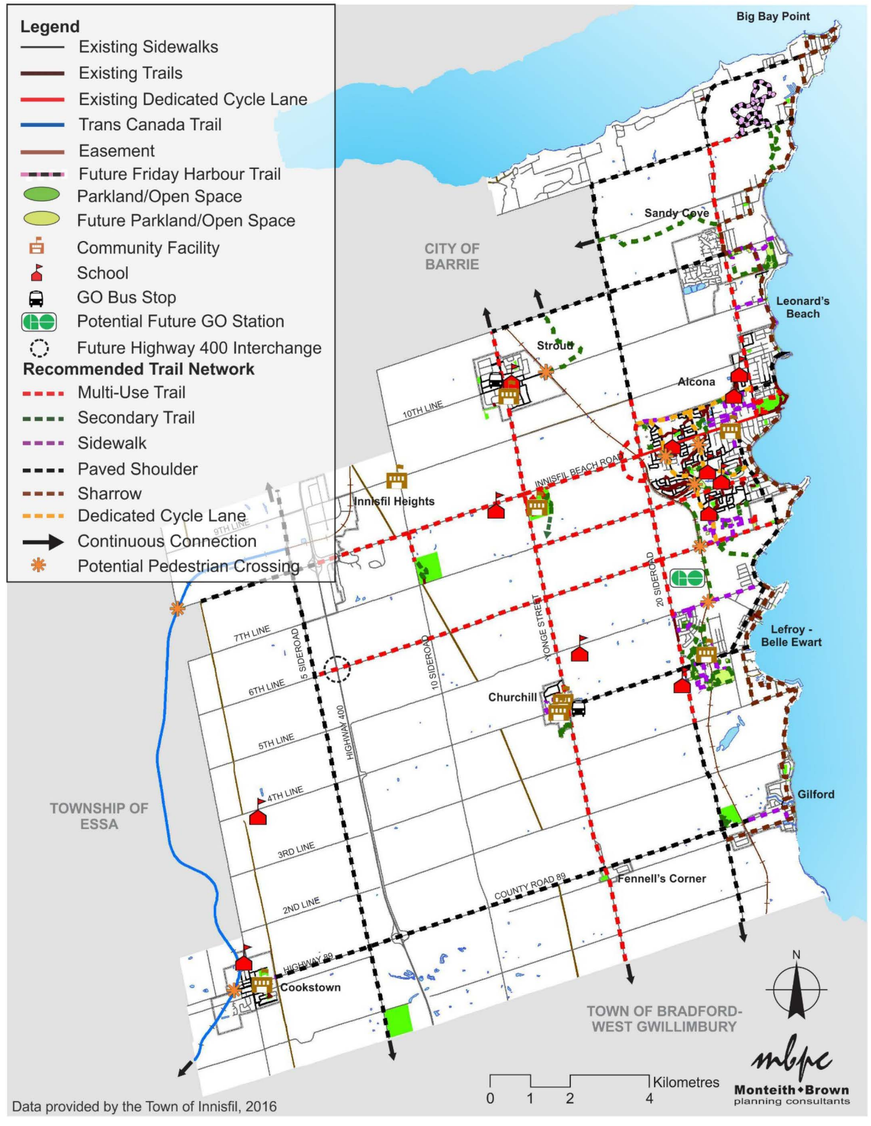
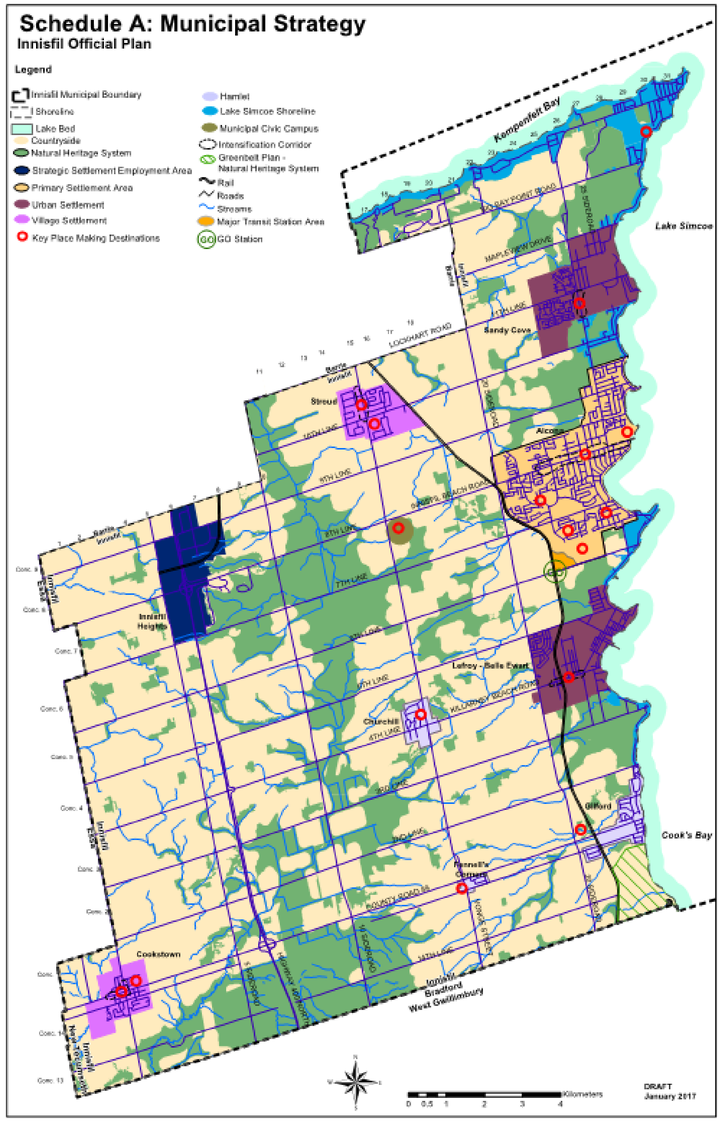


Existing and Future GO Network



Recommended Trails Network



Town Official Plan


Station 1

Problem, Opportunity, and Vision

Your input helped us to define the Problem and Opportunity

The online TMP Survey received over 300 survey responses in 2 months, and we also received great input at Public Open House #1 on June 14, 2017. ***Thank you for your input!!***

Traffic congestion on Innisfil Beach Road at Yonge Street

More commuters are taking sideroads to avoid Innisfil Beach Road

Road **safety**, especially speeding, is a concern

Account for people with disabilities and aging population

80% of TMP survey respondents would **walk or cycle** more often if **safer, more accessible infrastructure** was provided

Prioritize **sidewalk improvements** around the Innisfil Recreation Centre, schools, and in residential neighbourhoods.

Difficulty walking in winter if no sidewalks. Danger when roads slippery and traffic oncoming

Need consistent stop signs along 20th Sideroad to Bradford

60% of TMP survey respondents support the Town's demand responsive transit service

UBER

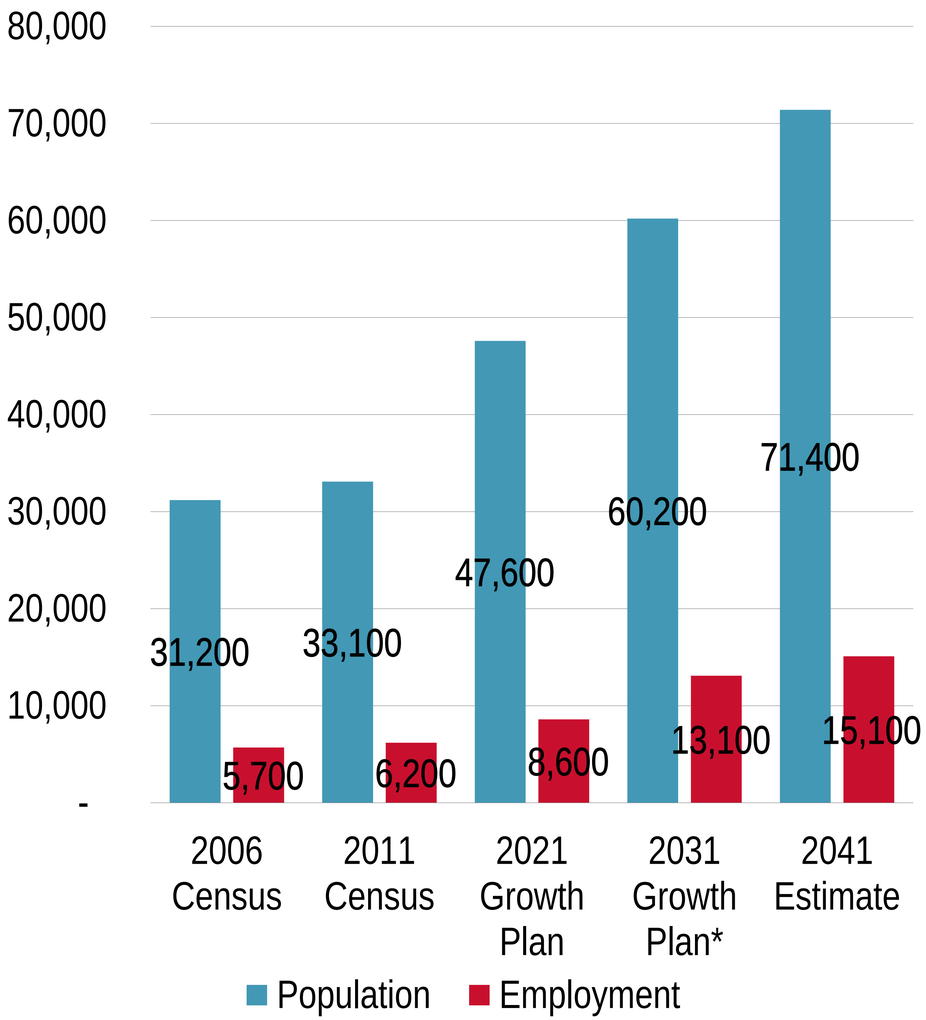
Some respondents would prefer a **bus-based transit** in Innisfil – particularly connecting to Barrie

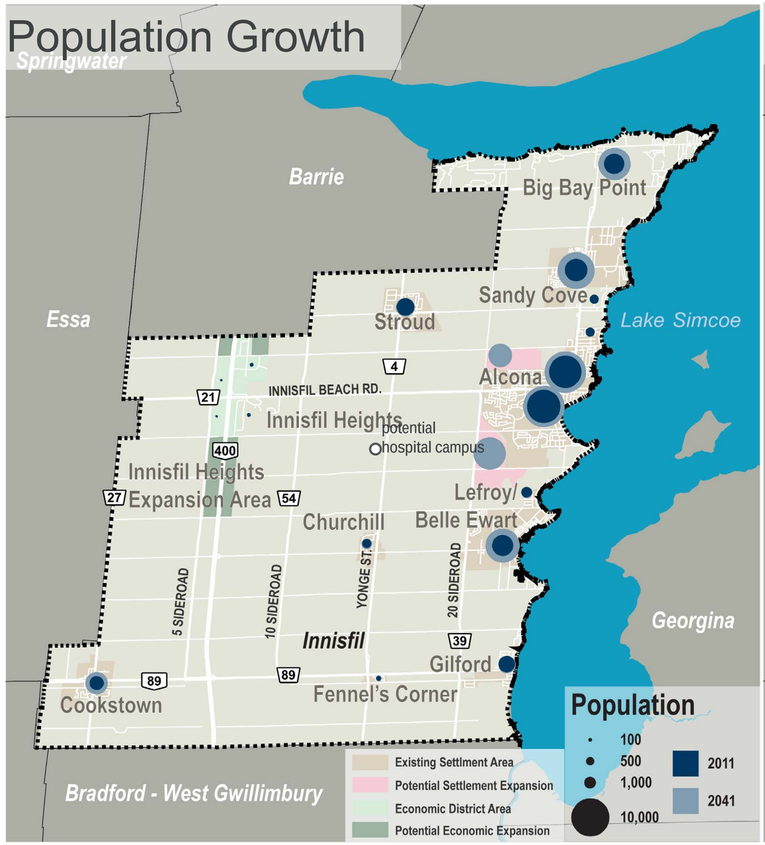
Plan for future growth – widen lanes on streets

Population and employment will double by 2041

Planned Growth in Innisfil

The Town's transportation network must support this growth.





* The 2031 Growth Plan population forecast is 56,000 for the Town. In addition, the Town identified 4,200 seasonal residents at Friday Harbour.

Problem and Opportunity Statement

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Vision Statement

By capitalizing on these needs and opportunities, the Town will achieve its **transportation vision**:

Innisfil's transportation system connects people and communities, fosters healthy living, and operates efficiently across the Town as an environmentally and financially sustainable system.


Station 2

Alternative Planning Strategies

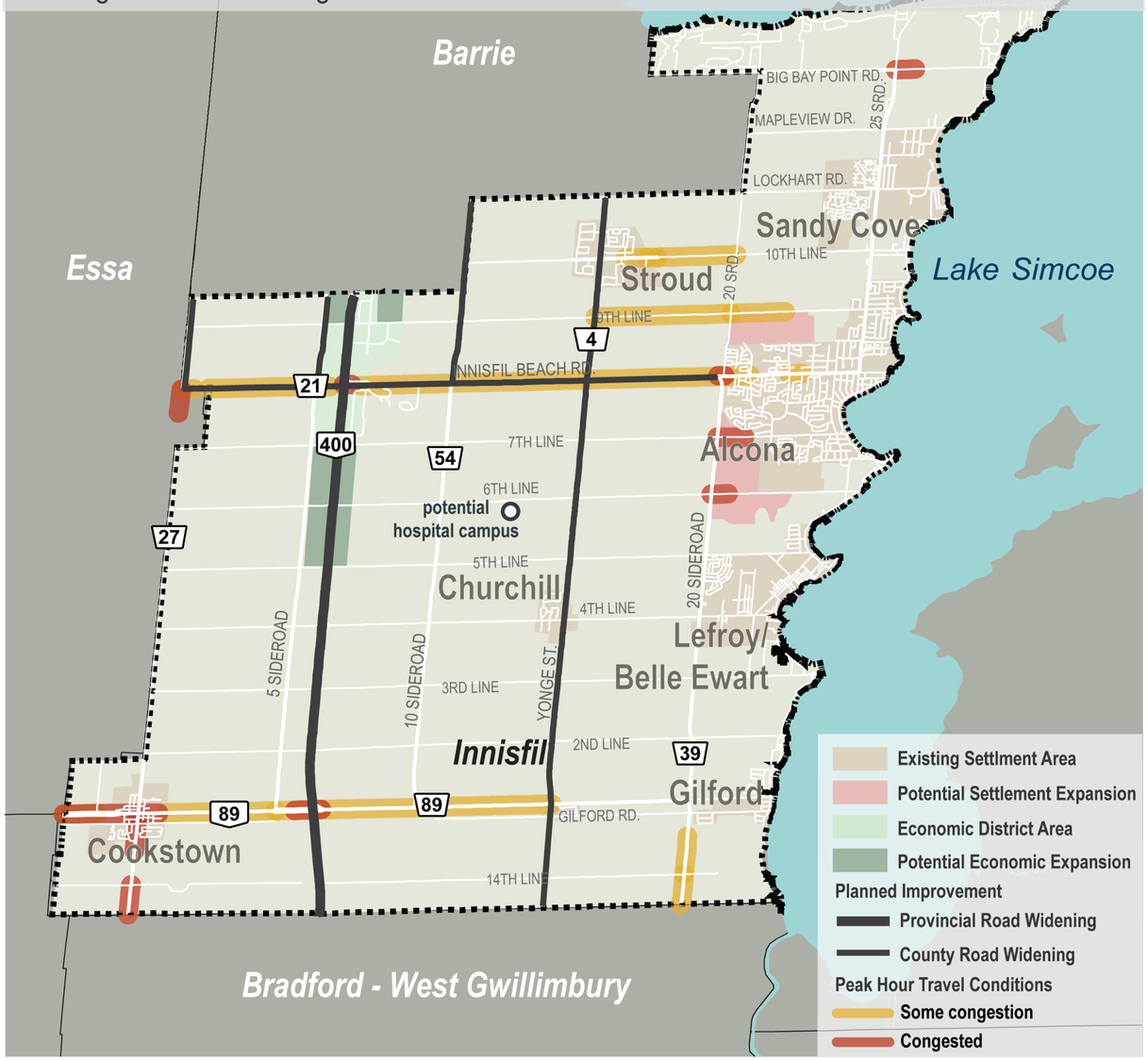
2041 Alternative Planning Strategies

#	2041 Alternative	Description	Goal
1 	**Base Case**	Planned road improvements by: • MTO • Simcoe County	Confirm the need for the Town to make its own investments in transportation
2 	**Current Plans**	Further to Alternative 1, build planned Town improvements: • 2013 TMP • Trails Master Plan	Assess conditions with current Town plans for investment in new roadways, active transportation
3 	**A Balanced Approach**	Further to Alternative 2, invest in: • New roads / road improvement projects • Travel Demand Management (TDM) measures	Assess benefits of investing in new roadways and mobility infrastructure including continuing investment in demand responsive transit
4 	**An Aggressive Approach**	Further to Alternative 3, invest in fixed-route transit	Consider benefits of fixed-route transit to move people

2041 Alternative 1: Base Case

Provincial and County planned road improvements:

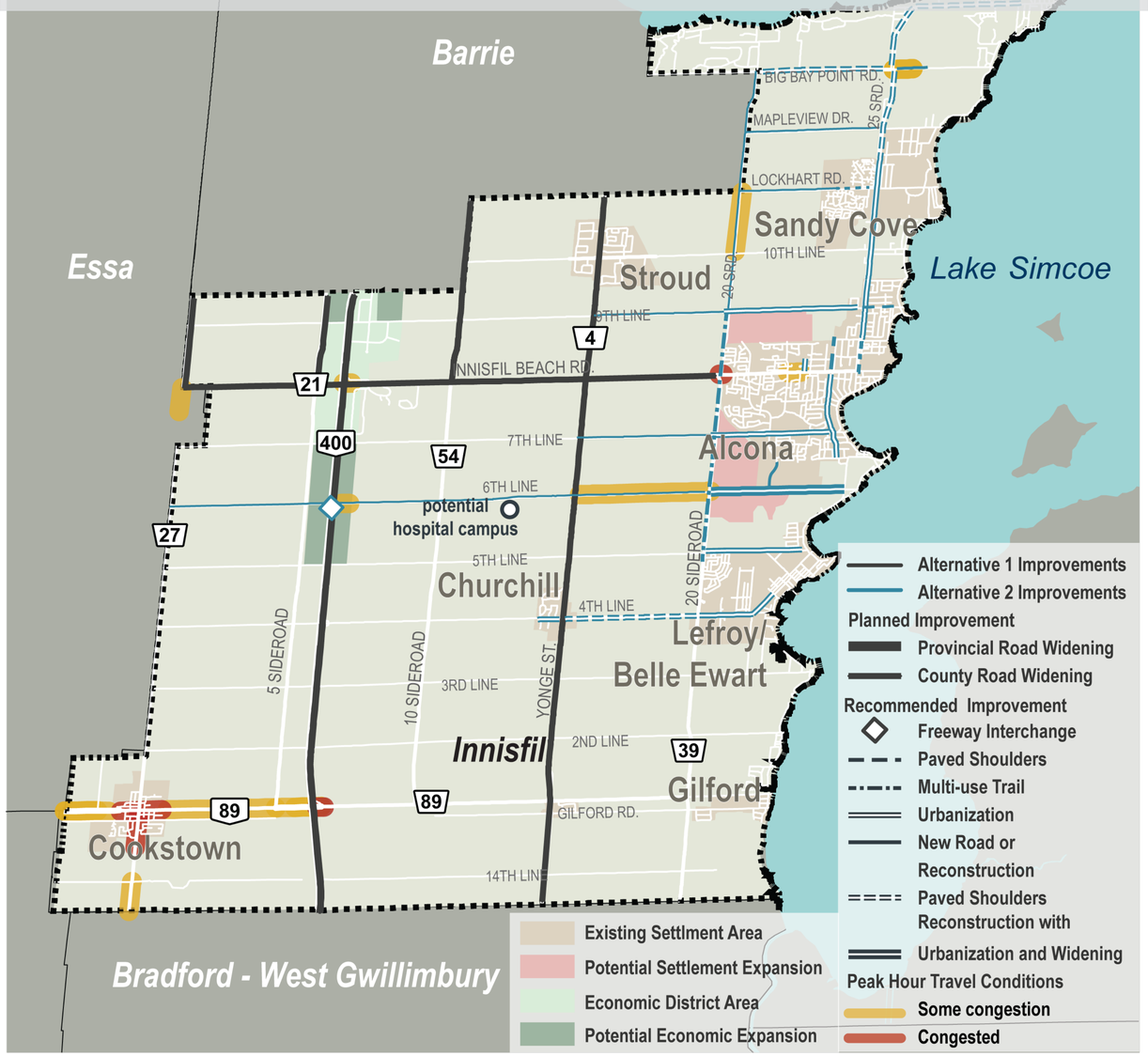
- Highway 400 widening to 4 lanes per direction
- Road improvement projects to be implemented by 2031 in Simcoe County 2014 TMP
  - Innisfil Beach Road widening
  - Yonge Street Widening



2041 Alternative 2: Current Plans

Alternative 1 plus the Town's planned improvements:

- Recommended Improvements in the 2031 TMP
- Town's Trails Master Plan

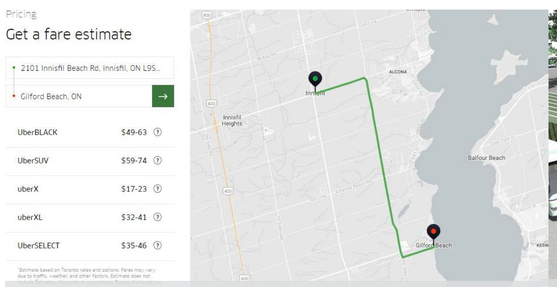


Put down your comments and red/green dots

2041 Alternative 3: A Balanced Approach

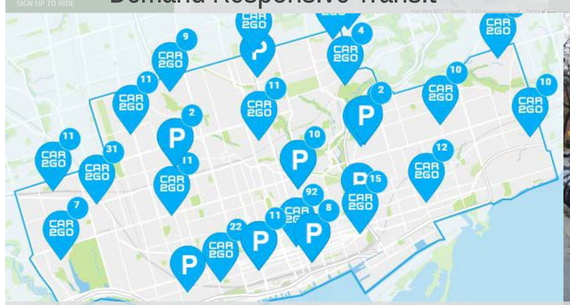
Built on Alternative 2, with additional road improvement projects and travel demand management (TDM) measures:

- Continued investment in **demand responsive transit**
- **Car share**
- **Bike share**
- **EcoMobility Hubs** pilot program - designated waiting areas for demand responsive transit, integrated with other **shared mobility** services (car share, bike share)



Demand Responsive Transit

EcoMobility Hubs

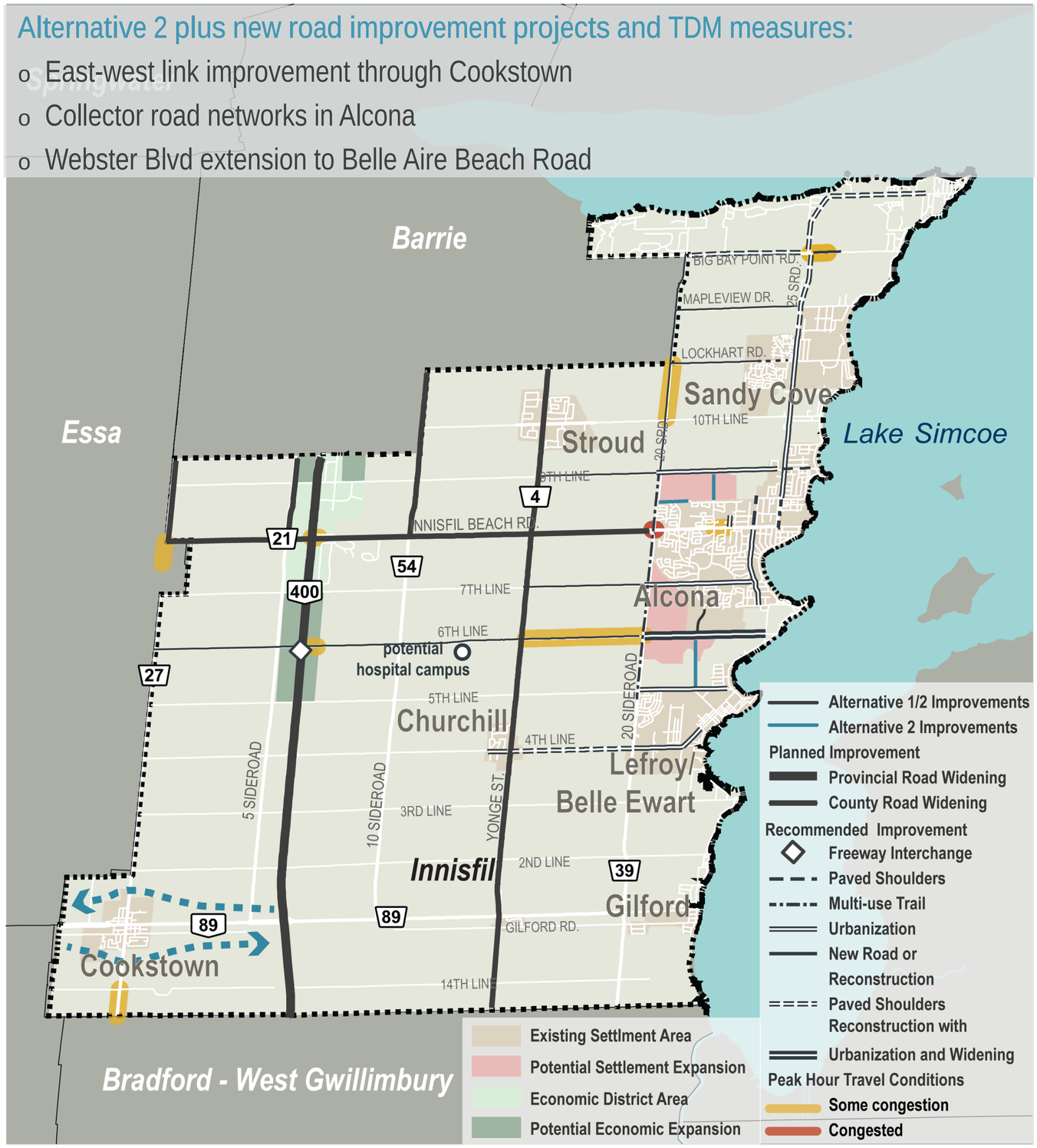


Car Share (Car2Go station map in Toronto)

Bike Share

Alternative 2 plus new road improvement projects and TDM measures:

- East-west link improvement through Cookstown
- Collector road networks in Alcona
- Webster Blvd extension to Belle Aire Beach Road



Put down your comments and red/green dots

2041 Alternative 4: An Aggressive Approach

Build on Alternative 3, with fixed-route transit.

Where would you want to have fixed-route transit in Innisfil?

Examples of fixed route service vehicles include:

Barrie Transit
40' Bus

BWG Transit
24' Bus

Local Motors
Autonomous Transit Vehicle Concept

York Regional Transit
Dial-a-Ride Shuttle Van

Legend

- Community Facility
- School
- Library
- GO Bus Stop
- Existing GO Station
- Future Go Station
- Destinations (Where people want to go)
- Points of Origin (Where people start their trip)

Note: The size of circles represents the number of respondents who identified this location

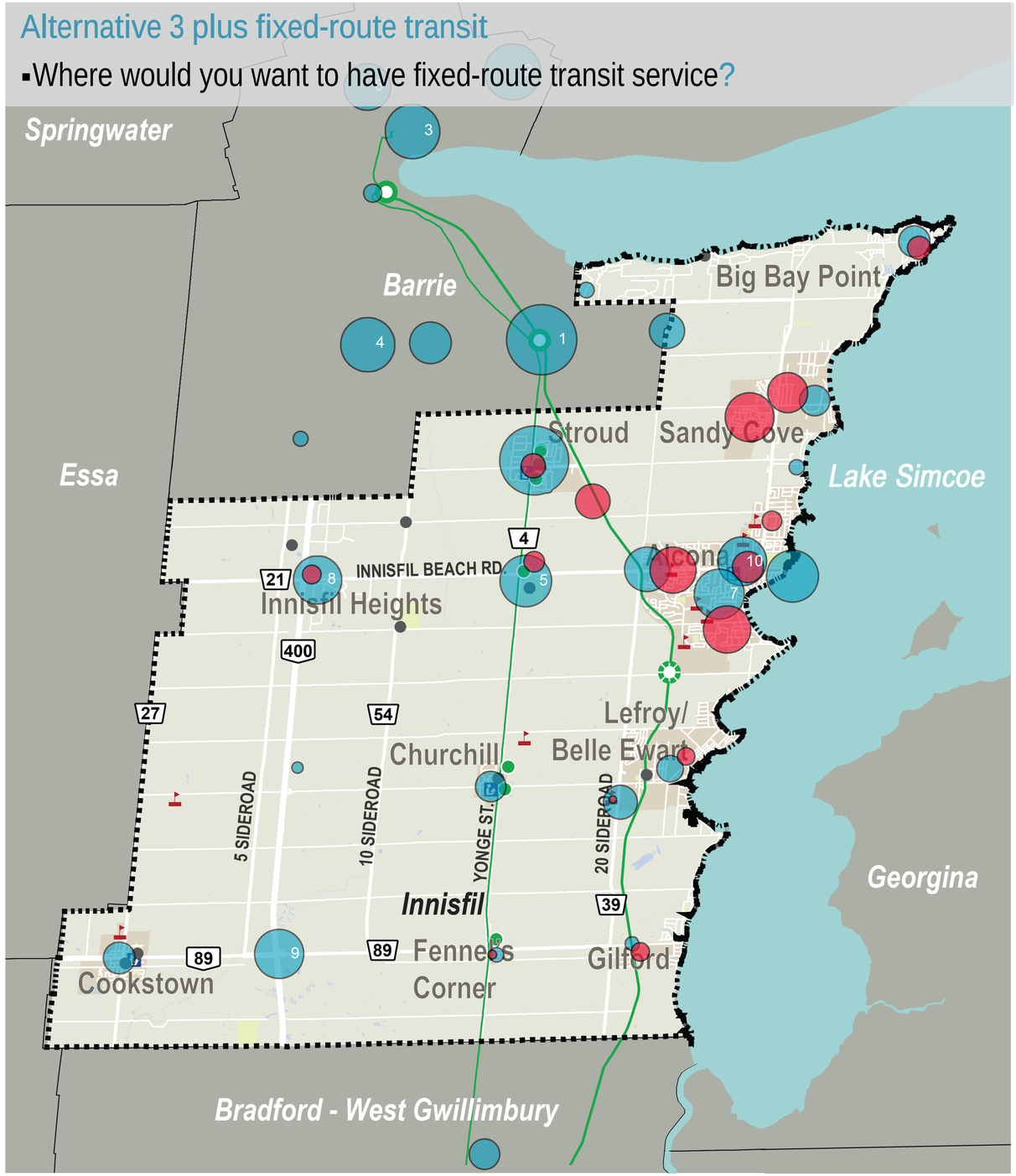
Top 10 Destinations

1. Barrie GO Station
2. Royal Victoria Hospital
3. Downtown Barrie
4. Park Place
5. Yonge St. and Innisfil Beach Road
6. Bayfield and Georgian Mall
7. Alcona
8. Innisfil Heights
9. Tanger Outlets Cookstown
10. Lakeshore Public Library

Source: Town of Innisfil Transit Feasibility Study (2015)

Alternative 3 plus fixed-route transit

- Where would you want to have fixed-route transit service?



Put down your comments and red/green dots

Evaluation Criteria

We evaluated each alternative based on 6 major criteria:

Transportation Service

- Does the transportation network safely and efficiently **move both people and goods**?
- Does the network provide better **connections** within the Town and to/from surrounding municipalities?
- Does it promote a diversity of **travel choices**, including transit, walk, and bike?

Social Equity in Mobility

- Does it improve the network connectivity and optimize the **health and safety for all ages and users**?
- Does it provide accessibility and **mobility for all ages and users**?

Natural Environment

- Protect **natural environment areas**, local streams and aquatic resources, and air quality.

Policy Environment

- Compatibility with **provincial Growth Plan** and **Simcoe County objectives**.
- Support Metrolinx Regional Express Rail (RER) plan, including the future Innisfil GO Station.
- Meet the **Town's Official Plan**, Our Place, the Draft Innisfil Official Plan (January 2017), and other planning policy objectives such as the **Town's Trail Master Plan**.

Socio-Economic Environment

- Minimizes **property requirements**.
- Supports the existing and potential **business community**.
- Maximizes **land development potential** and provides opportunities for **planned growth**.

Financial Implications

- Minimize capital and maintenance **costs**, and impacts to the residential tax base.

This is how we rated the Alternatives:

	Scenario	Transportation Service	Social Equity in Mobility	Natural Environment	Policy Environment	Socio-Economic Environment	Financial Implications
Alternative 1:	Base Case						
Alternative 2:	Current Plans						
Alternative 3:	Balanced Approach						
Alternative 4:	Aggressive Approach						
	Does Not Meet Criterion	    				Meets Criterion	

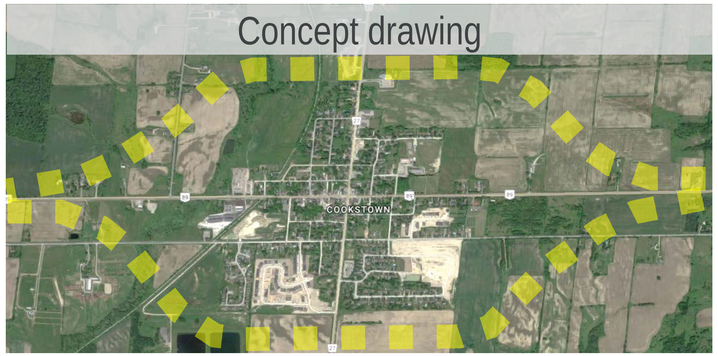
Which one is your preferred alternative? Put down a green dot.


Station 3

Elements of the Preferred Solution

What do you think of these new roads? Put down your comments or red/green dots.

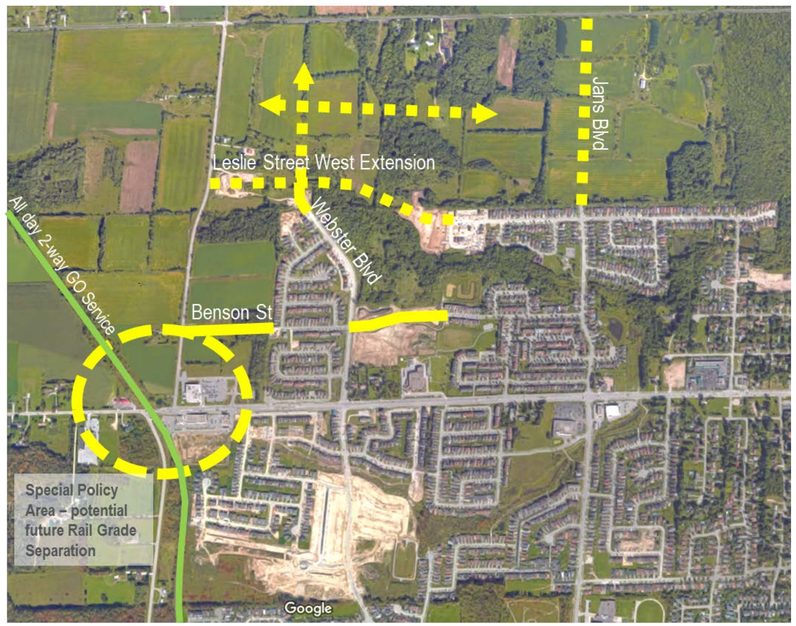
Highway 89 East-West Link Improvement



- "Cookstown Bypass" identified in MTO Study for Highway 89 improvements from Rosemont to Highway 400[1]
- 2041 forecasts anticipate congestion on Highway 89
- Safety issues, speeding, trucks through Cookstown

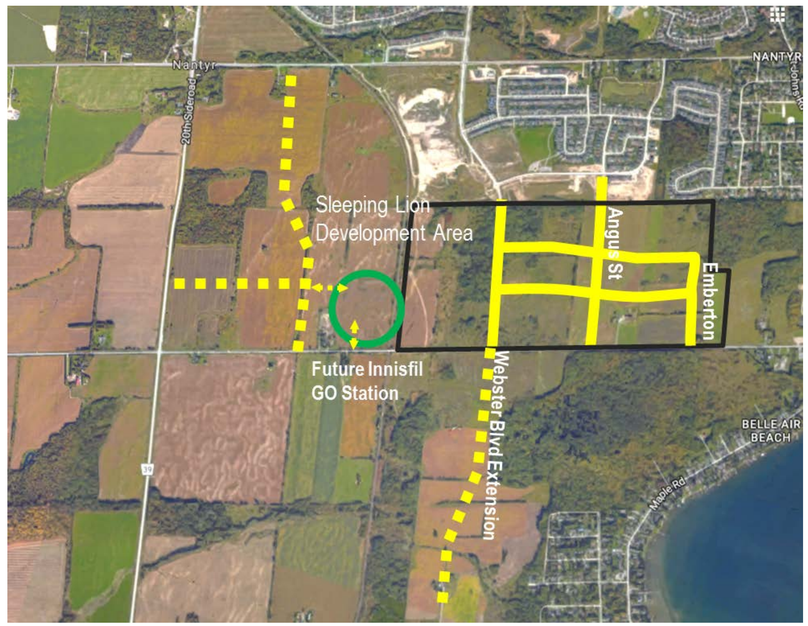
[1] Identified in MTO Southern Ontario Highways Program 2016-2020 under Planning for the Future

Alcona North



- Road connections north of of Innisfil Beach Road
- 20th Sideroad – at grade crossing
- Innisfil Beach Road grade separation
- Consider Benson Street extension as the north leg of 20th Sdrd Bypass

Alcona South



- Protect for multiple access points for Innisfil GO Station
- Webster Blvd extension provides additional connectivity to Sleeping Lion and GO station area to/from the south

Where should new sidewalks be built?

Sidewalk Prioritization Policy

Which one of these criteria do you think is most important? Put a green dot under the image.

Land use, trip generators, and connectivity

- Proximity to institutional, medical, retirement, recreational, or tourism facilities
- Proximity to a transit station or Uber pick-up zone

Roadway characteristics

- Presence of sidewalks on either side of the street
- Number of traffic lanes
- Posted speed limit

Public support

- Number of requests
- Evidence of pedestrian use

Constructability and cost

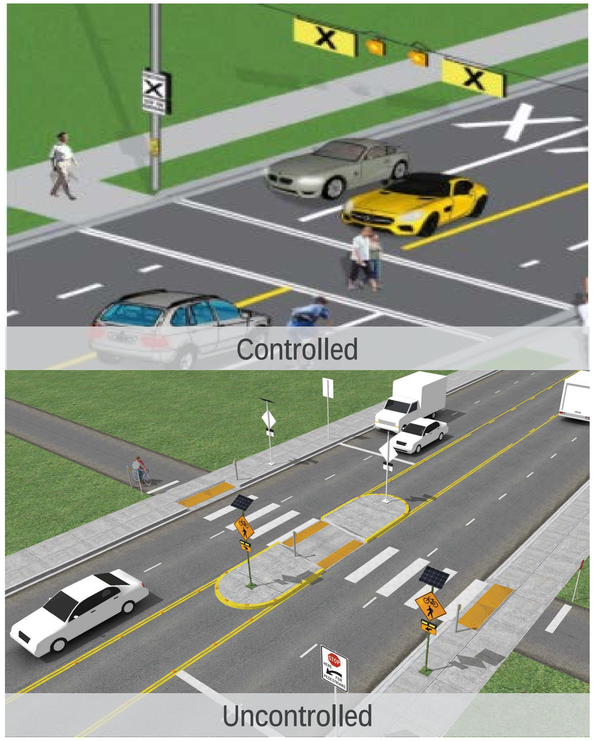
- Available right-of-way
- Impacts to sensitive environmental features
- Cost

Do you support new Pedestrian Crossings and/or Roundabouts?

Put down your comments or red/green dots.

Pedestrian Crossing Implementation Policies

Crossings may be either controlled (signals) or uncontrolled where drivers must yield.



Controlled

Uncontrolled

Do you support new mid-block pedestrian crossings?

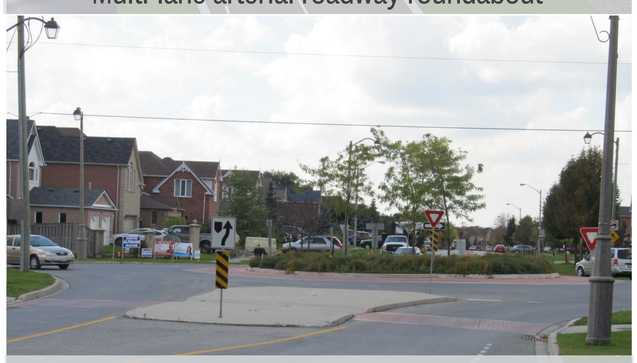
Where would you like to have them?

Roundabout Implementation Policies

Roundabouts may be multi-lane arterial intersections or single lane local intersections

Multi-lane arterial roadway roundabout

Source: Town of Collingwood



Single lane residential roundabout

Source: HDR

Do you want to see roundabouts in the Town?

Where would you like to have them?

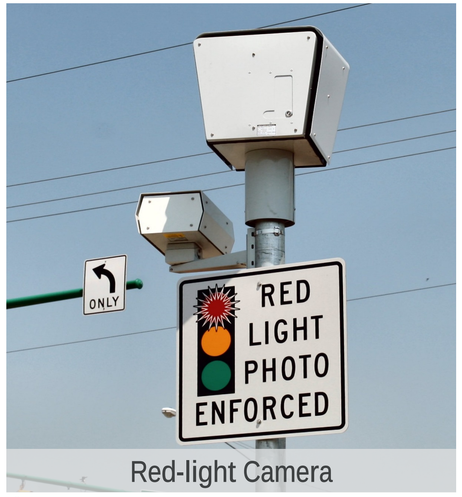
What do you think of the following ideas? Put down your comments or red/green dots.

Two-way to One-way Street Conversion

Converting certain streets to one-way may provide additional space for other uses such as cycling facilities

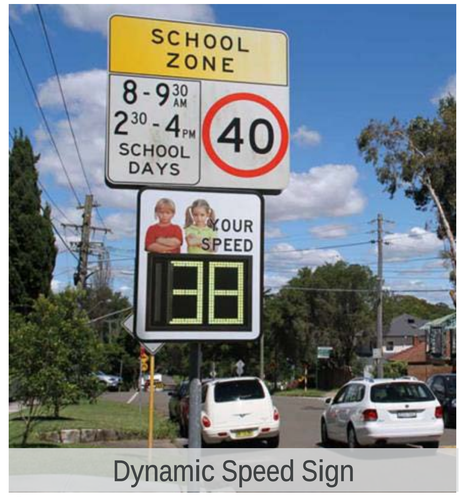
Red-light cameras and Dynamic speed signs

Consider in school zones, Community Safety Zones, other streets?



Red-light Camera

Source: khmoradio.com



Dynamic Speed Sign

Source: sierzega.com

40km/h speed limits

Reducing speed limits on residential streets to 40km/h

Pavement Prioritization

Upgrading gravel roads in Town to paved roads

Gravel Road

Paved Road

Traffic Calming

Adding traffic calming measures

Temporary Measure Example:
Rubber Speed Cushions

Permanent Measure Example:
Raised Intersections

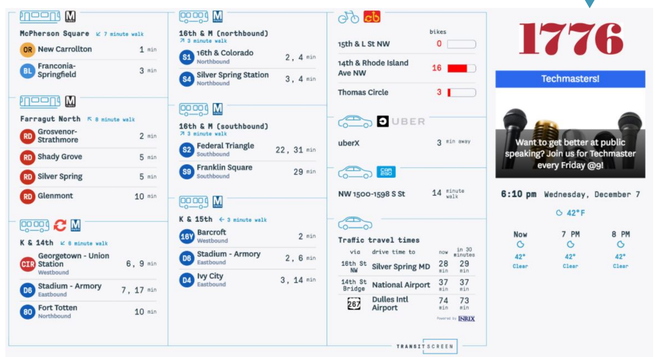
Emerging mobility technologies – a future-proof Innisfil

Put down your comments or red/green dots.

EcoMobility Hub Pilot Program

An EcoMobility hub is a single service point for multiple mobility operations, including:

- Designated waiting areas for demand responsive transit or carpooling
- Fixed-route transit service (local transit or GO transit)
- **Transit screens** that display information on local transportation network
- Car-share stations
- Bike-share stations
- Electric Vehicle (EV) charging



Autonomous and Connected Vehicles

Autonomous and Connected Vehicles are being tested across the world today.

Potential impacts to the Town include:

- Overall decrease in parking needs
- Shift from parking stalls to more drop-off and pick-up
- Changes to road designs (i.e. reduced lane widths)

Do you want to see an EcoMobility Hub pilot in the Town?

1.A. Karim D. M., Innovative Mobility Master Plan: Connecting Multimodal Systems with Smart Technologies, Disrupting Mobility Conference, MIT Media Lab, Cambridge, USA, November 11~13, 2015.
1.B. Karim D. M., Creating an Innovative Mobility Ecosystem for Urban Planning Areas, Disrupting Mobility - Impacts of Sharing Economy and Innovative Transportation on Cities, Springer Book, Lectures in Mobility, ISBN: 978-3-319-51601-1, pages 21-47, 2017.
2. Arbib & Seba, RethinkX, May 2017

Do you support the Town planning / preparing for autonomous and connected vehicles?

Current Autonomous Transit Vehicles

Local Motors, Tempe, AZ, US

EasyMile, France


Station 4

Complete Streets for Innisfil

How can we complete Innisfil's Streets? Put down your comments or red/green dots.

Complete Streets Example

Downtown Commercial Street

Location: Queen St, Cookstown

Protected Intersection

Example: Montreal, Quebec

- Seasonal bicycle refuge space is created using paint and flexible, removable bollards.
- This intersection treatment may be removed during winter months to allow for snow removal.

DRAFT FOR DISCUSSION PURPOSES ONLY

- To accommodate existing equipment and resource limitations, the Town may consider maintaining only the minimum required sidewalk width during winter months (i.e. 1.5 m).

How can we complete Innisfil's Streets? Put down your comments or red/green dots.

Complete Streets Example

Residential Street

Location: Westmount Ave, Alcona

EXISTING CONDITIONS

TREE LAWN / 2.2m | PARKING LANE / 2.5m | DRIVE LANE / 3m | DRIVE LANE / 3m

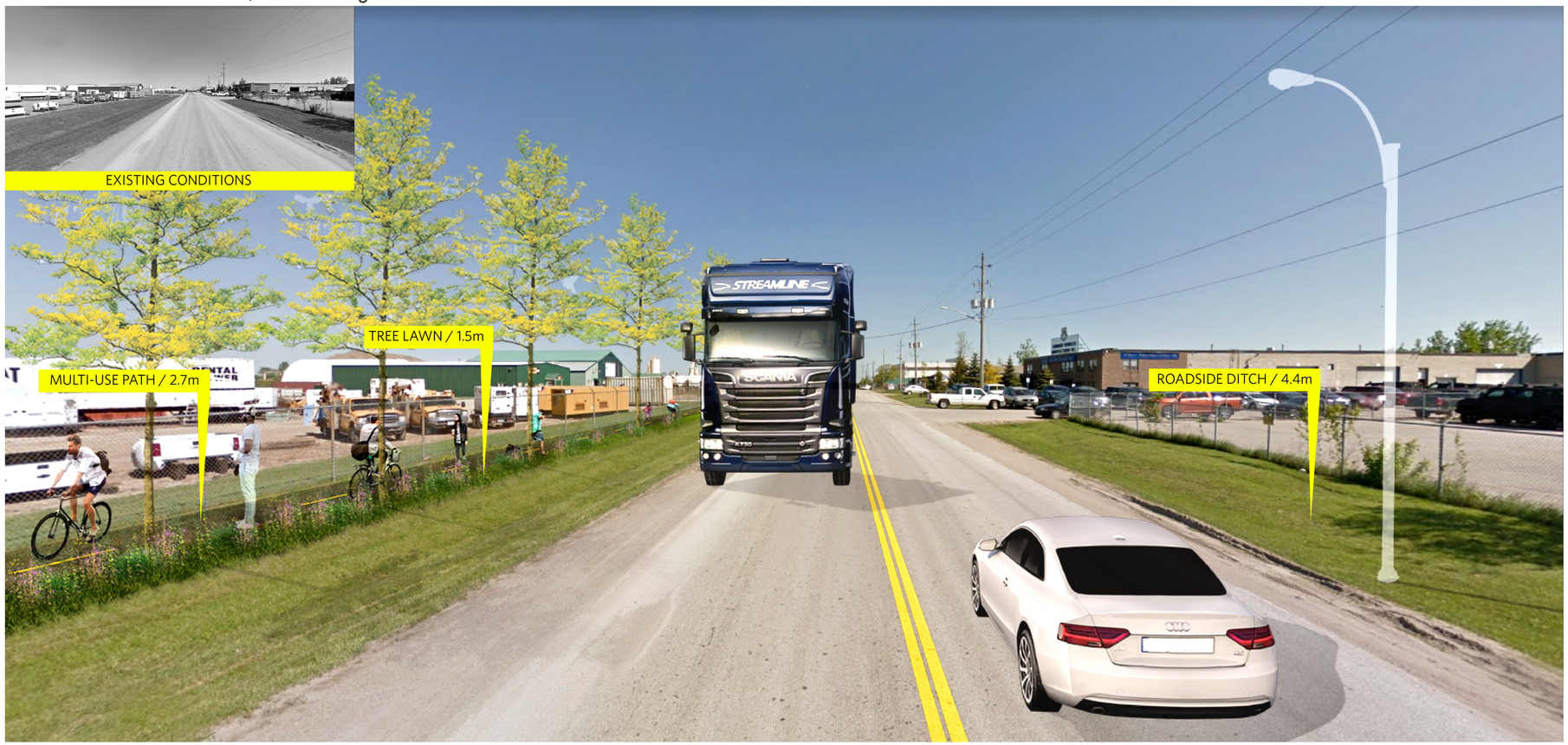
ROW 20m / PAVEMENT WIDTH 8.5m

How can we complete Innisfil's Streets? Put down your comments or red/green dots.

Complete Streets Example

Industrial / Employment Street

Location: Bowman Street, Innisfil Heights



How can we complete Innisfil's Streets? Put down your comments or red/green dots.

Complete Streets Example

Rural Residential Street

Location: St Johns Rd, Alcona

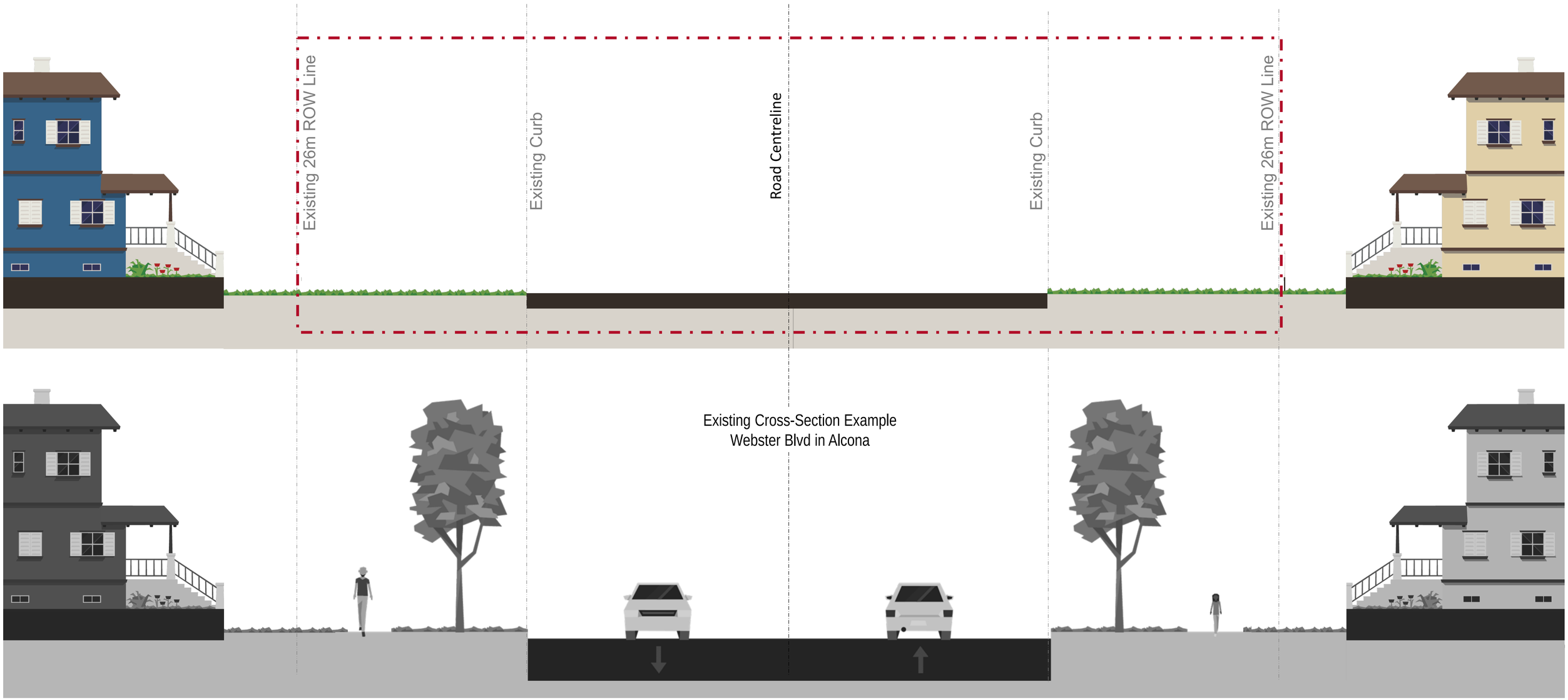
EXISTING CONDITIONS

PAVED SHOULDER / 2.5m | DRIVE LANE / 3.5m | DRIVE LANE / 3.5m | PAVED SHOULDER / 2.5m | ROADSIDE DITCH / 4m

ROW 20m / PAVEMENT WIDTH 12m

Complete Streets Activity

Create your ideal Street – Webster Boulevard

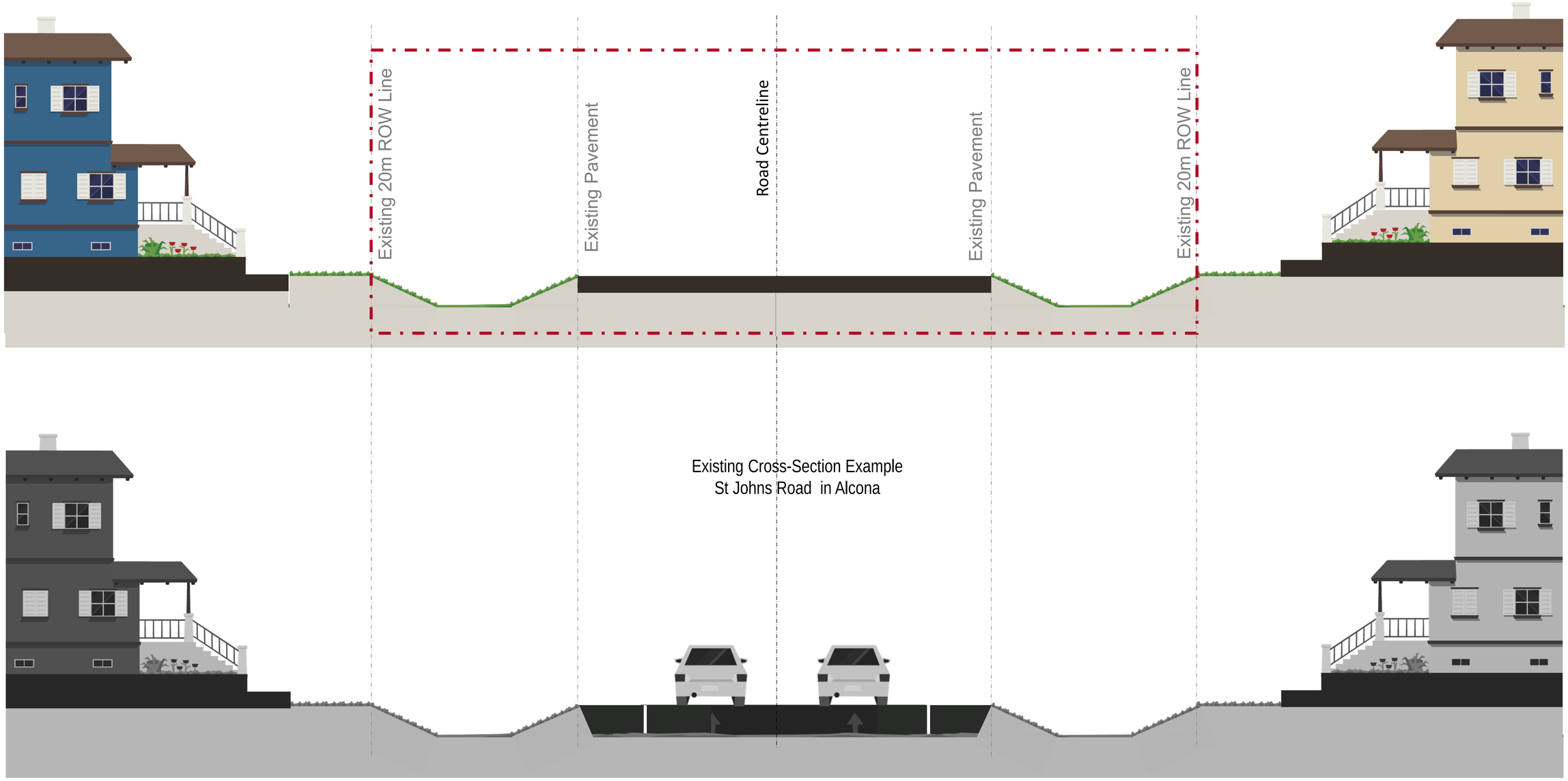


Existing Cross-Section Example
Webster Blvd in Alcona

Create your own preferred street design for Residential Street using the different components provided: fit the components within the red box above, which indicates the space available to achieve a 26m right-of-way, 14 pavement width

Complete Streets Activity

Create your ideal Street – St Johns Road, Alcona

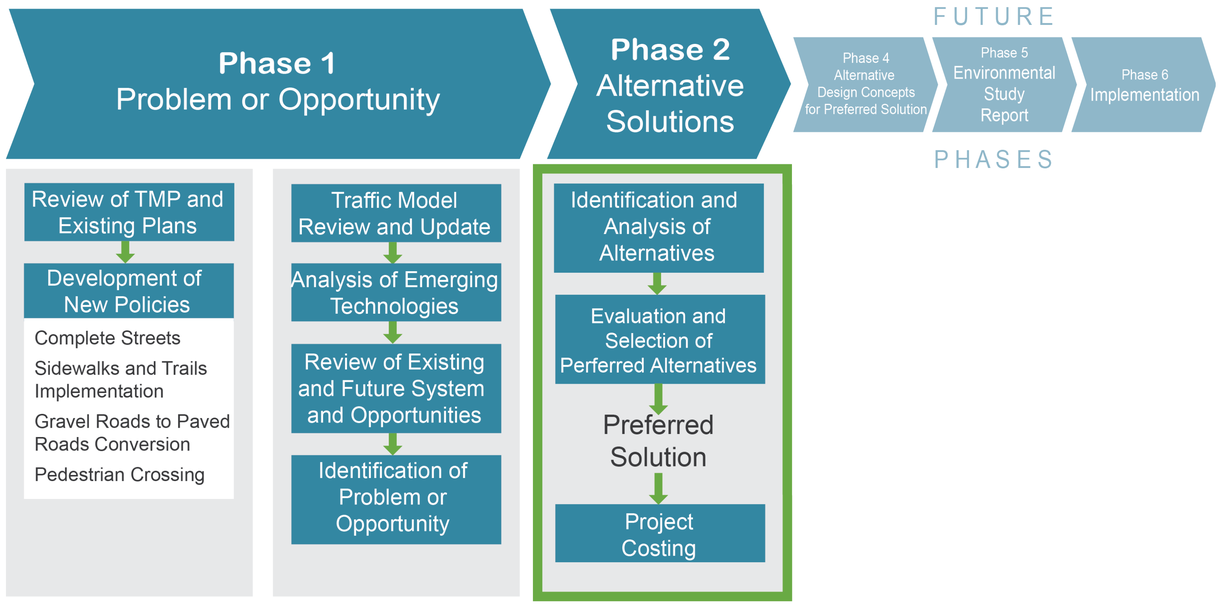


Existing Cross-Section Example
St Johns Road in Alcona

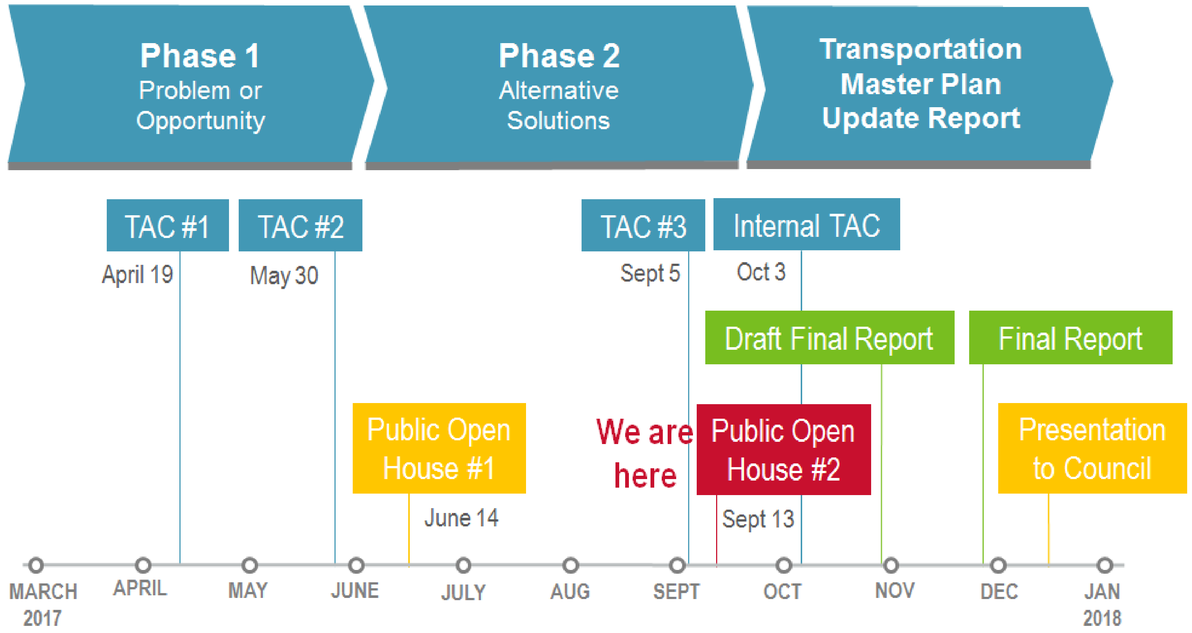
Create your own preferred street design for Residential Street using the different components provided: fit the components within the red box above, which indicates the space available to achieve a 20m right-of-way, 12m pavement width

Thank you for attending the Public Open House #2

Next Phase



Study Schedule



Keep Informed

www.innsfil.ca/tmp

Contact Us

Please share your thoughts or opinions about the Innisfil Transportation Master Plan by contacting our project team:

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Project Manager
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Innisfil, ON L9S 1A1
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Email: aleal@innisfil.ca

Jonathan Chai, P.Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 289-695-4629
Email: jonathan.chai@hdrinc.com

Memo

Date:	Thursday, June 29, 2017
Project:	Town of Innisfil Transportation Master Plan Update 2017
To:	Town of Innisfil
From:	HDR
Subject:	Public Open House (POH) 1: Feedback Report

Public Open House (POH) 1: Feedback Report

1 About the Innisfil TMP Update and POH 1

1.1 What is this project about?

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 Our Place, the Draft Innisfil Official Plan (January 2017).

Exhibit 1: Study Area Map

1.2 What was the purpose of the Public Open House?

Public Engagement is important for developing a vision and determining future directions to meet the needs in the community. Opportunities for public input will occur throughout the Study. The June 14, 2017 POH provided an opportunity to share information about the project and engage residents and stakeholders in discussions about the TMP update.

Specifically, the POH was meant to:

- Provide an introduction to the TMP and information on the planning context
- Illustrate existing conditions
- Present and obtain feedback on draft policies
- Provide an opportunity for the public to share their experiences and contribute suggestions for improving transportation in Innisfil
- Discuss next steps

1.3 How did the community learn about the Public Information Centre?

Notice for the June 14, 2017 PIC was provided through the following:

- Newspaper advertisements:
  - Innisfil Examiner on Monday, May 29, 2017
- Online:
  - Town website – innisfil.ca/tmp
  - A Facebook event
- Signage
  - Postings on digital signs at the Innisfil Recreational Complex, Libraries,and the Town Hall
  - Signage in the Town hall on the day of the event
- Calendar invite to the Town Council

1.4 How was the Public Information Centre organized?

The Open House provided the opportunity for community members to drop-in any time from 5:00 p.m.to 8:00 p.m. and visit four stations where information was displayed. The Project Teams from HDR and the Town were available to discuss the study. The staggered time from 5:00 p.m. to 8:00 p.m. was intended to provide the opportunity for residents to attend on their way home from work and in the early evening and to do so at their own pace, as well as coordinate with other meetings at the Town Hall to increase drop-ins. The format for the Open House maximized opportunities for individuals to review the information and provide ideas and input on the future vision, challenges being experienced, and opportunities for improving transportation in Innisfil. Community members were able to speak for some time with the Project Team to pose questions, share their concerns and review issues, pose follow-up questions, and provide suggestions and other comments.

The POH also included opportunities for the public to provide their input through interactive activities, including:

- **Pins and strings Exercise**: Participants were encouraged to mark their origins and destinations on boards using string colour-coded to represent work, school, and other trips. Different boards were provided for automobile, GO Transit, microtransit, pedestrian, and cycling trips. Photographs of these exercises are included in **Appendix 4**.
- **Create your own Cross-Section**: Participants were able to "redesign" cross-sections of St. John's Road and Webster Boulevard using a selection of common street element tiles (e.g. through-lanes, multi-use paths, medians) scaled to the road right-of-way. Completed cross-sections were photographed and are included in **Appendix 5**.
- **Post it notes**: Post it notes were made available throughout the room so participants could mark any board with their comments.
- **Dots**: Green and red dots were provided to participants as they entered so that they could easily mark a statement, image, or figure with green, if they agreed or liked the idea, or red, if they disagreed or disliked the idea. Red dots were also used to show perceived congestion in the road network, and gaps in the pedestrian and cycling networks, and green to make places where participants thought there could be improvement.

A description of the Information Station Topics is included in **Exhibit 2**. The detailed description of each station and verbatim public input received is included in Appendices 1 through 5 of this report. To augment the input received at the stations, a comment form was provided, however none were completed at the Open House.

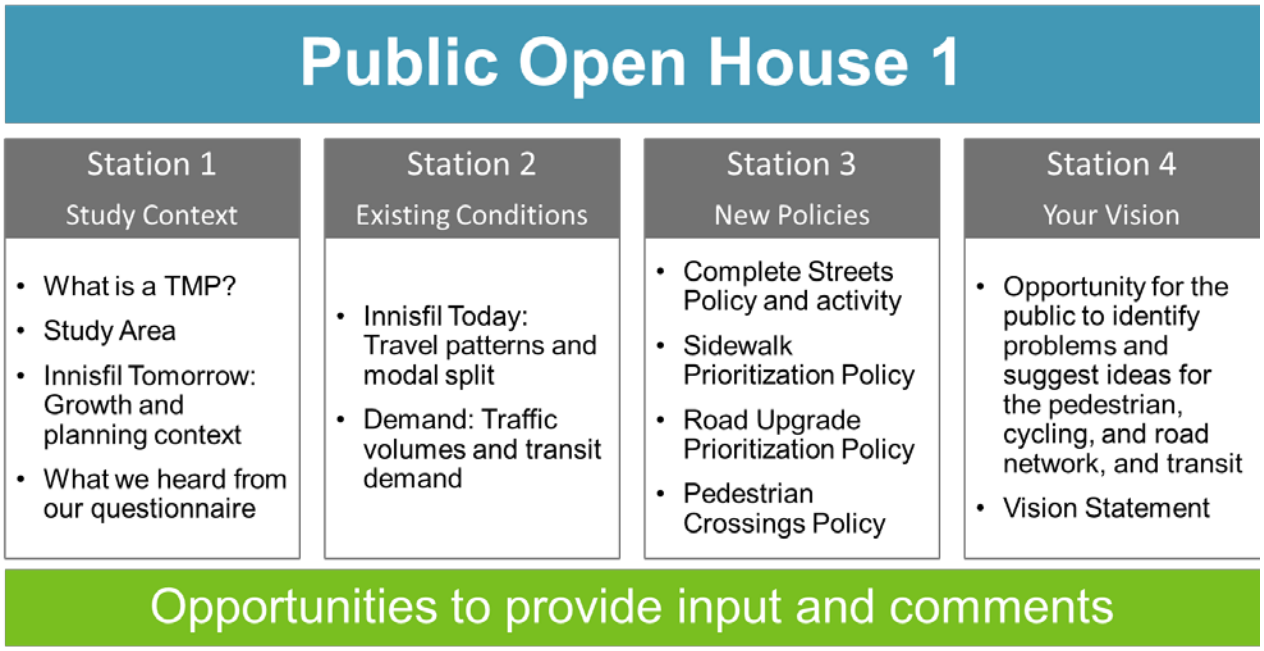

Exhibit 2: Station Topics

1.5 Who attended the Public Open House?

The Open House was attended by 19 people as recorded on the sign-in sheets, however staff noted that several participants did not sign in. Six of the registered participants were town staff or councilors. Most attendees spent between 15 and 30 minutes at the open house.

2 What we heard: General themes and key messages

The combination of relatively low turn-out, the absence of completed comment forms, and that a significant proportion of attendees are affiliated with the Town means that caution should be taken when drawing broad conclusions from the feedback. Furthermore, while attendees did participate enthusiastically, the opinions and ideas expressed were diverse, with little obvious overlap. That said, two themes did emerge and are worth highlighting.

Support for an expanded sidewalk and trail network is one theme that emerged from sticky notes and the Create your own Cross-section activity. Every completed cross-section included some combination of dedicated infrastructure for cyclists and pedestrians (e.g. cycling facilities and sidewalks, multi-use paths). Participants generally did not consider additional lanes for automobile movements a priority, but instead would prefer additional greenery and infrastructure for active modes.

Congestion along Innisfil Beach Road was identified as an issue, particularly at the intersection with Yonge Street. Several red dots were placed surrounding this location on the Road Network board (details in Appendix 4, Exhibit 7).

As a wide variety of opinions and ideas were expressed, it is important that this synthesis of key messages heard be reviewed together with the verbatim detailed comments provided by the public, as well as the results of individual activities, found in **Appendices 1 through 5**.

3 Next Steps

The comments received through Public Open House #1 are being considered for Phase One and Phase Two for Innisfil TMP Update by the Project Team together with other public input received through the TMP Update Survey and stakeholder meetings, and will inform the project as it moves forward. Public input is being used to develop guiding principles, the future vision and to refine draft policies.

In the next phase of the study, phase two, the Project Team will develop alternative solutions to address the problem and opportunities identified in Phase One. Alternative solutions will be explored and evaluated to develop a preferred solution. The project team will present potential alternatives for Innisfil's TMP update, their evaluation, and the preferred solution at the next public open house.

Appendices

Appendix 1: Station 1, Study Context

Station 1 provided information on the background and planning context for the TMP Update. Information was provided on boards about the study purpose, process, objectives, and planning context. A board summarizing what was understood from the initial questionnaire was also presented.

Photos of where participants placed dots on the boards are shown in **Exhibit 3**, **Exhibit 4**, and **Exhibit 5**. Boards without dots are not shown. The red dots were placed on the 2021 and 2041 estimated employment growth because residents saw the population growth is expected to be much faster than the employment growth. Instead of changing Innisfil to a large commuting Town, they would like to see more employment growth in the Town as well.

The detailed verbatim comments for Station 1 based on the input provided by the public using post-it notes were as follows:

- Innisfil Tomorrow – Planned Growth
    - “Need to attract more industry to accommodate new residents. Offer big incentives for new residents to bring businesses Large + Small to the area”
- Innisfil Tomorrow – Planning Context
    - “More greenspace”
- What we heard
    - “Commuter traffic IBR AM / PM”

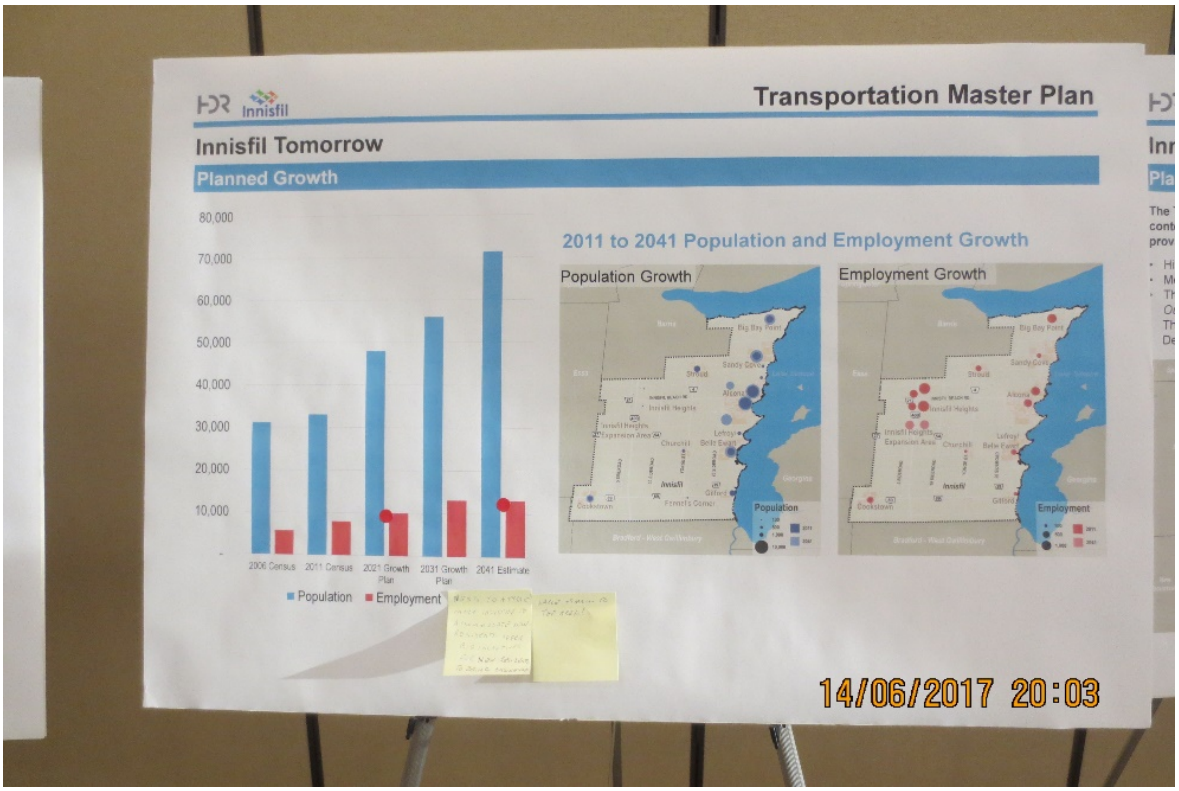

Exhibit 3: "Planned Growth" Dots

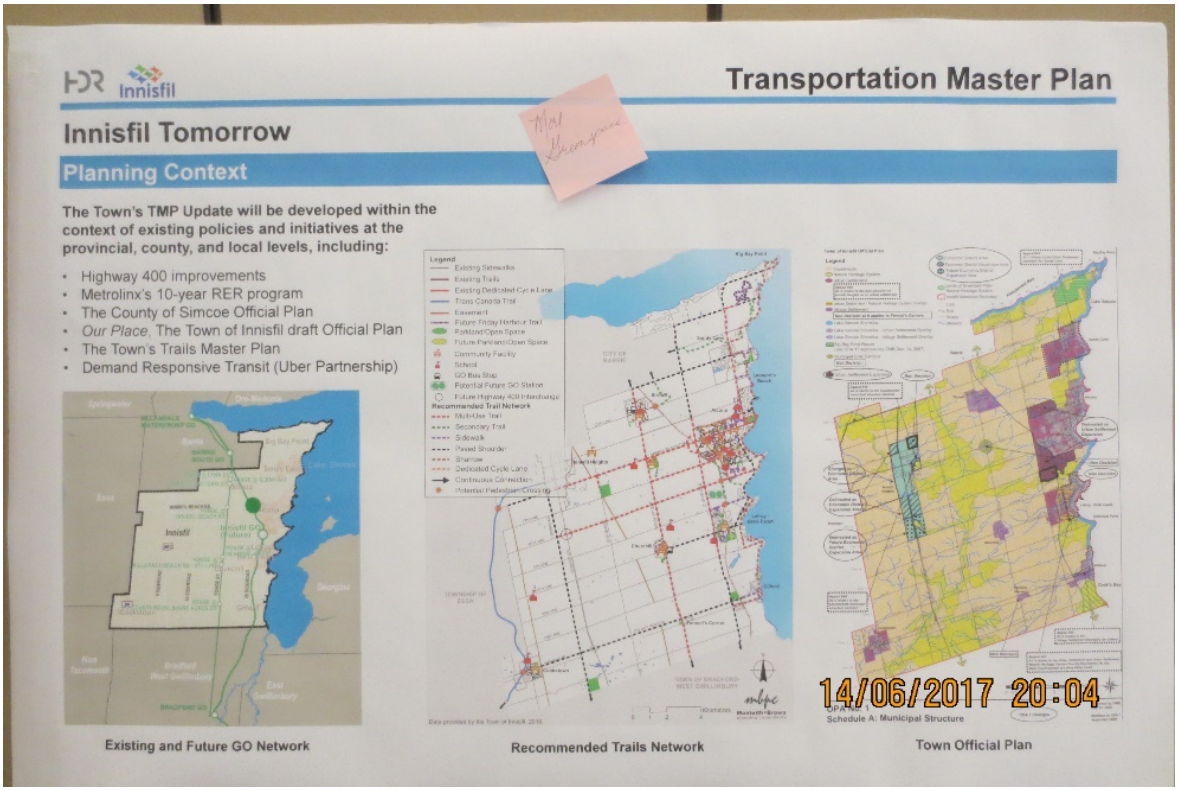

Exhibit 4: "Planning Context" Dots

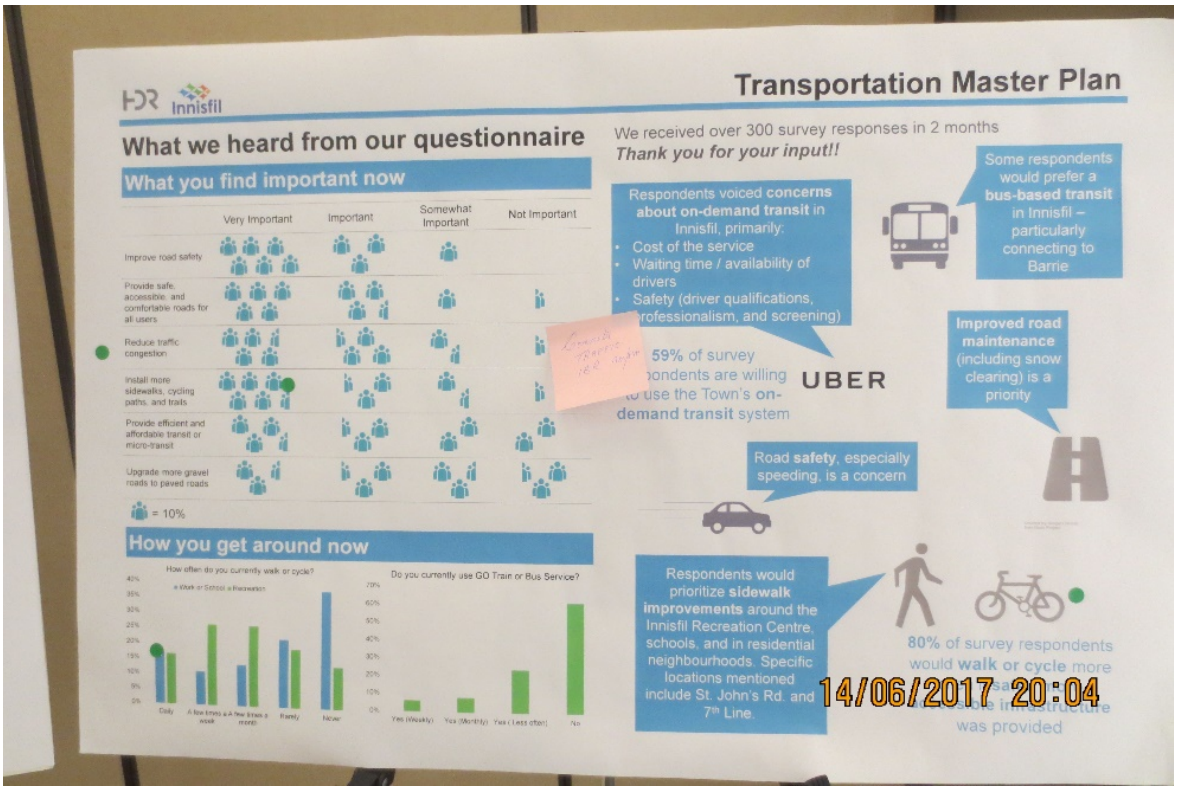

Exhibit 5: "What we heard from our Questionnaire" Dots

Appendix 2: Station 2, Existing Conditions

Station 2 illustrated existing conditions in the Town, including auto demand and transit demand. Boards at this station included information on internal and external travel patterns, modal split, traffic volumes, and transit demand.

No dots were placed on these boards by participants. The detailed verbatim comments for Station 2 based on the input provided by the public using post-it notes were as follows:

- Existing Demand
    - ""More commuters taking sideroads to avoid IBR"
    - "Traffic heavy now during evening rush hour + if accidents on 400 [new line] along Veterans and Huronia"
    - "Friday Harbour Open in a week"

Appendix 3: Station 3, New Policies

Station 3 presented draft policies on Complete Streets, Sidewalk Prioritization, Road Upgrade Prioritization, and pedestrian crossings. Participants were prompted to write their thoughts on the policies on sticky notes and place them on the boards, and in the case of Sidewalk Prioritization, share which of the listed criteria they thought was most important by placing a green dot under it, as shown in **Exhibit 6**. Boards without dots are not shown. There is one dot under the "Land use, trip generation, and connectivity" criteria, and two dots under the "Public support" criteria.

The detailed verbatim comments for Station 3 based on the input provided by the public using post-it notes were as follows:

- Complete Streets Policy
    - Plan for future growth wider lanes on streets
- Pedestrian Crossings Policy
    - Traffic Lights should be computer controlled so that drivers do not sit at a red light for 3 minutes with no traffic coming the other way i.e. Lockhart Rd + Huronia. Very frustrating
    - Traffic circles for some intersections along 20th S.R. from IBR to 89
    - Reducing waiting at lights for NO pedestrians

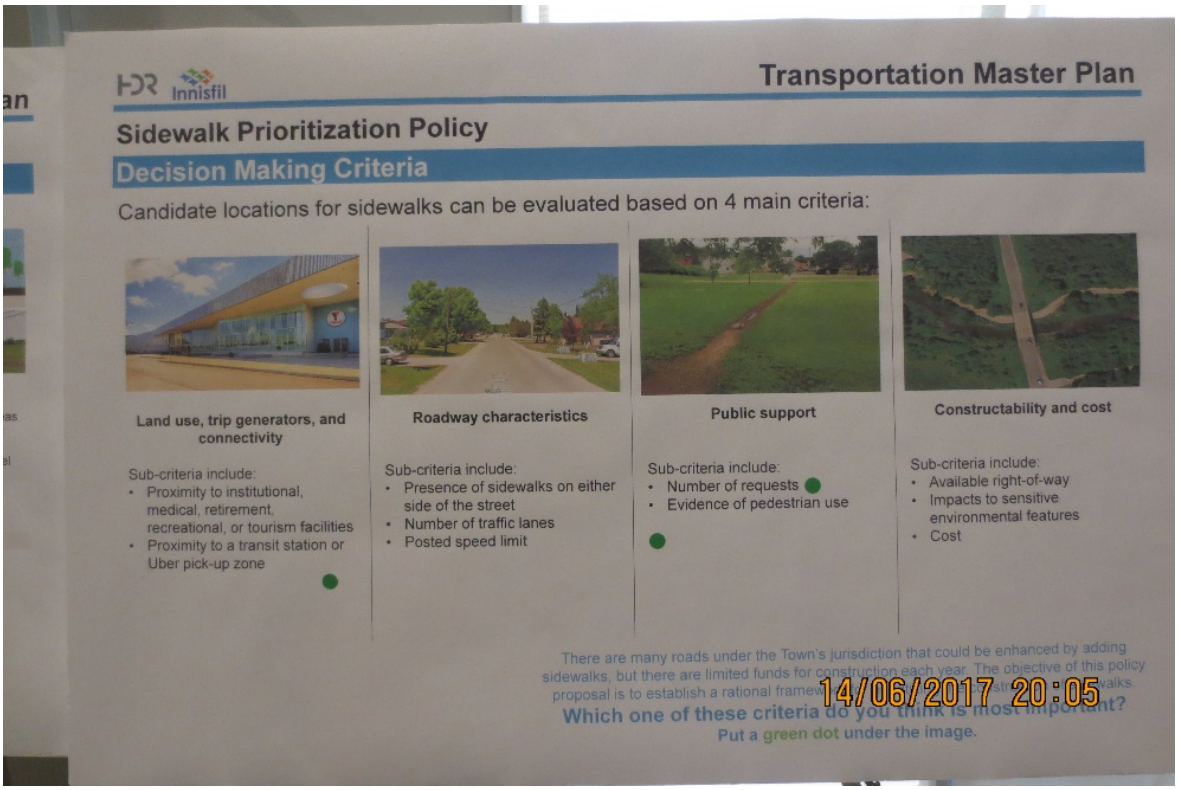

Exhibit 6: "Sidewalk Prioritization Board" Dots

Appendix 4: Station 4, Your Vision

Station 4 illustrated the existing infrastructure in the Town and provided an opportunity for public input – where gaps exist, how they move, any concerns, etc. The main focus of this station was interaction with the public and collecting their thoughts on transportation within the Town. Five boards, one each showing maps of the road, cycling, pedestrian, GO Transit, and microtransit networks provided the opportunity for participants to mark where they travel to and from, and for what purpose using pins and colour-coded strings – blue for "work", orange for "school", and green for "other" trips. Participants were also prompted to use their dots to illustrate a number of different things on these boards. For the road network, red dots were used to show areas of perceived traffic congestion, and green to mark opportunities to improve traffic. For both the pedestrian and cycling boards, red dots were used to illustrate gaps and green dots for opportunities. Photographs of the results of these activities are included in **Exhibit 7** to **Exhibit 12**. On the "Road Network" board, red dots were mainly placed on Yonge Street and Innisfil Beach Road. The Green dots were mainly placed on 20th Sideroad.

This station also included a board presenting the TMP Update Draft Problem and Opportunity Station. On this board participants were prompted to place a green dot if they liked the statement, or a red dot if they did not. Two green dots were placed on the board, as shown in **Exhibit 13**.

The final board in this station provided contact information for the project team and information on next phases in the project.

The detailed verbatim comments for Station 4 based on the input provided by the public using post-it notes were as follows:

- Road Network
    - Need consistent stop signs along 20th S.R. to Bradford
    - @ IBR and 20th SDR (tracks) West Bound in AM, one lane for left turning on to 20th SDR & straight traffic. A turning lane would help west bound traffic flow more smoothly. Drivers often use the shoulder to go around vehicles waiting to turn left
    - 20th + IBR solve issue – Remove concrete crash barriers on S corner after changing intersection 20 → IBR
    - Tim Hortons Drive Through Stroud
    - No way to get to Rec Centre with walking or biking in traffic
- GO Transit
    - More times to use train not feasible if go to city
    - Will use new station
- Pedestrian Network
    - Like to see Trans-Canada Trail extended thru Stroud and into Barrie's trails
    - Still gaps in sidewalk East Side (Stroud)
    - Difficulty walking in winter if no sidewalks. Danger when roads are slippery and traffic oncoming
    - Need a good trail network in Alcona
    - Path from Jack Crescent to Goodfellow
- Cycling Network

  - Lots of people cycle on Lockhart Rd (between 20th – 25th Sideroad)
  - Most big rider follow Big Bay Pt Rd
- Draft Problem and Opportunity Statement
  - Take into account people with disabilities and aging population

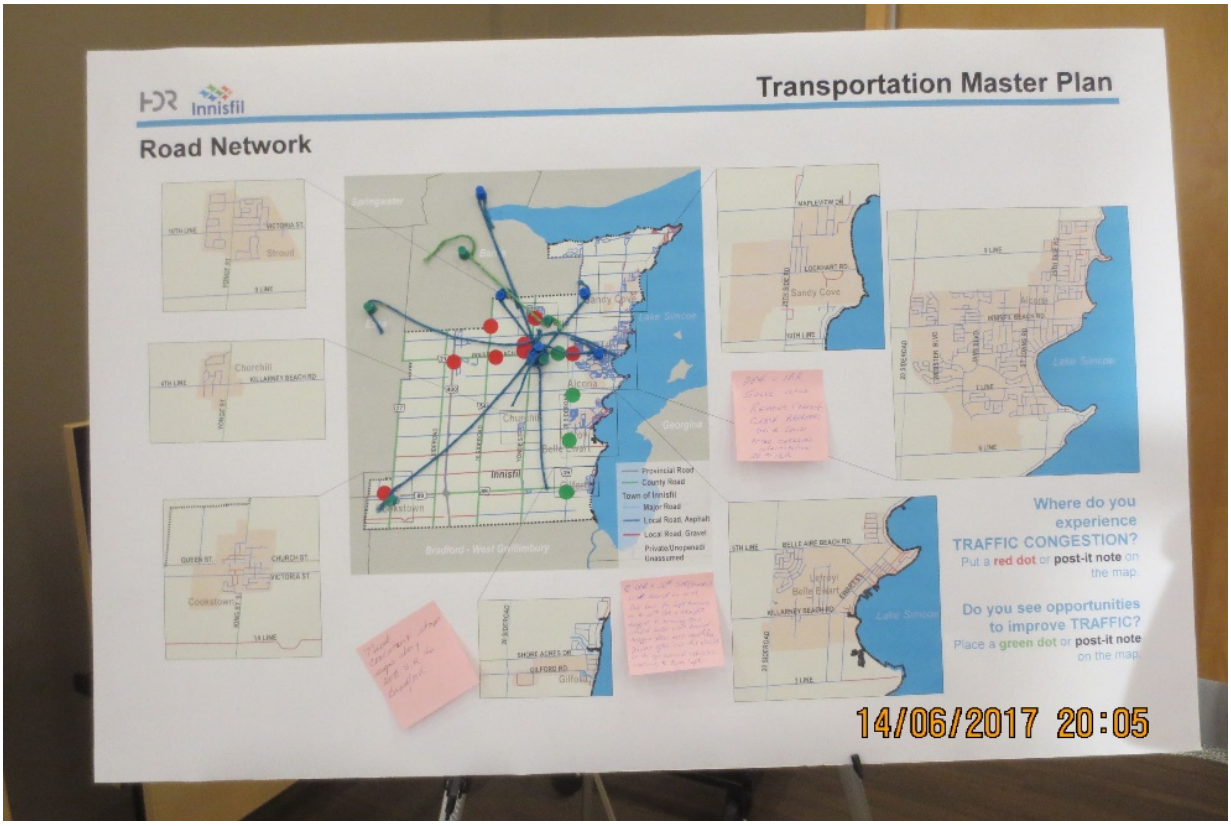

Exhibit 7: Record of Pins and Strings Activity and Dots for Road Network

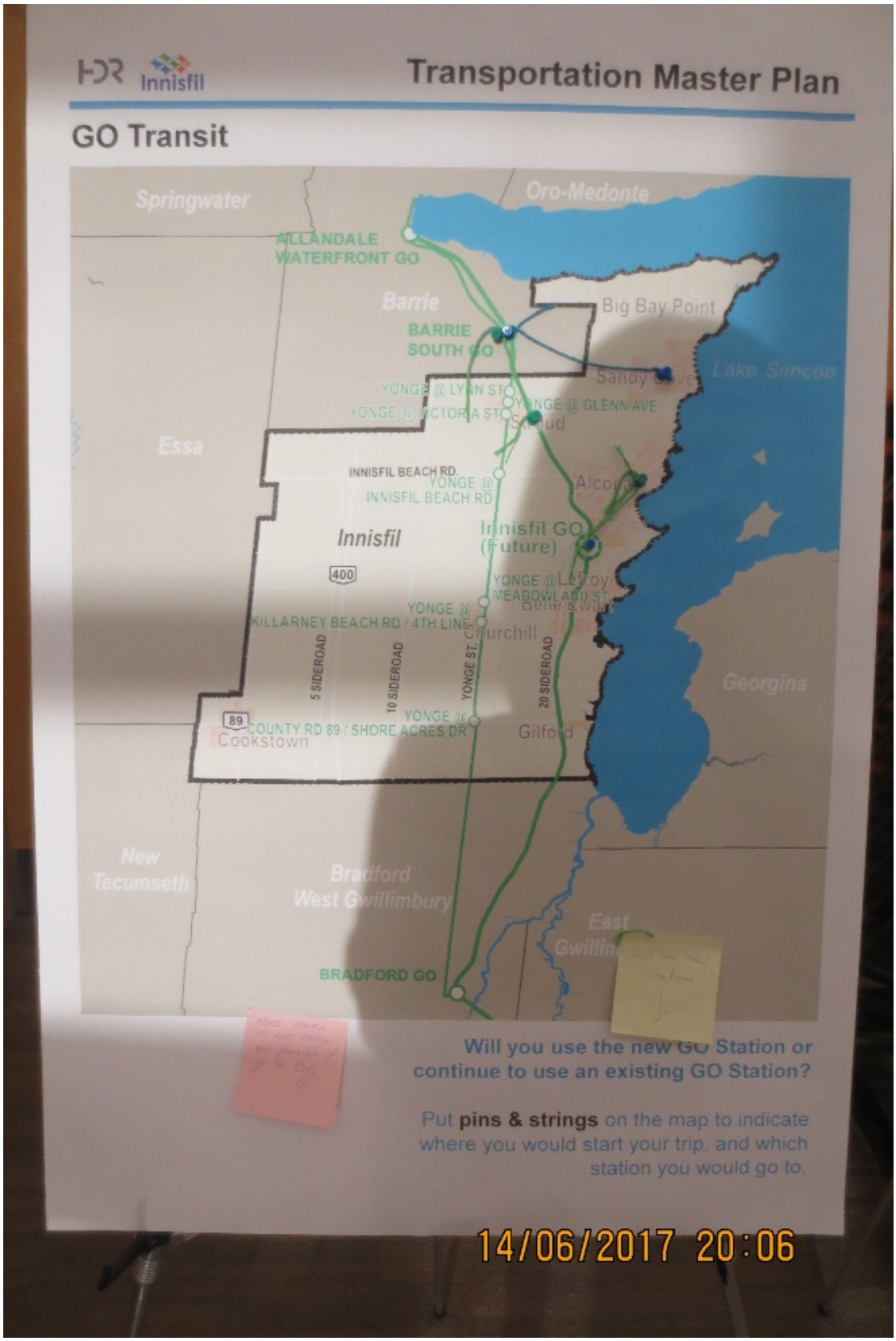

Exhibit 8: Record of Pins and Strings Activity for GO Transit Network

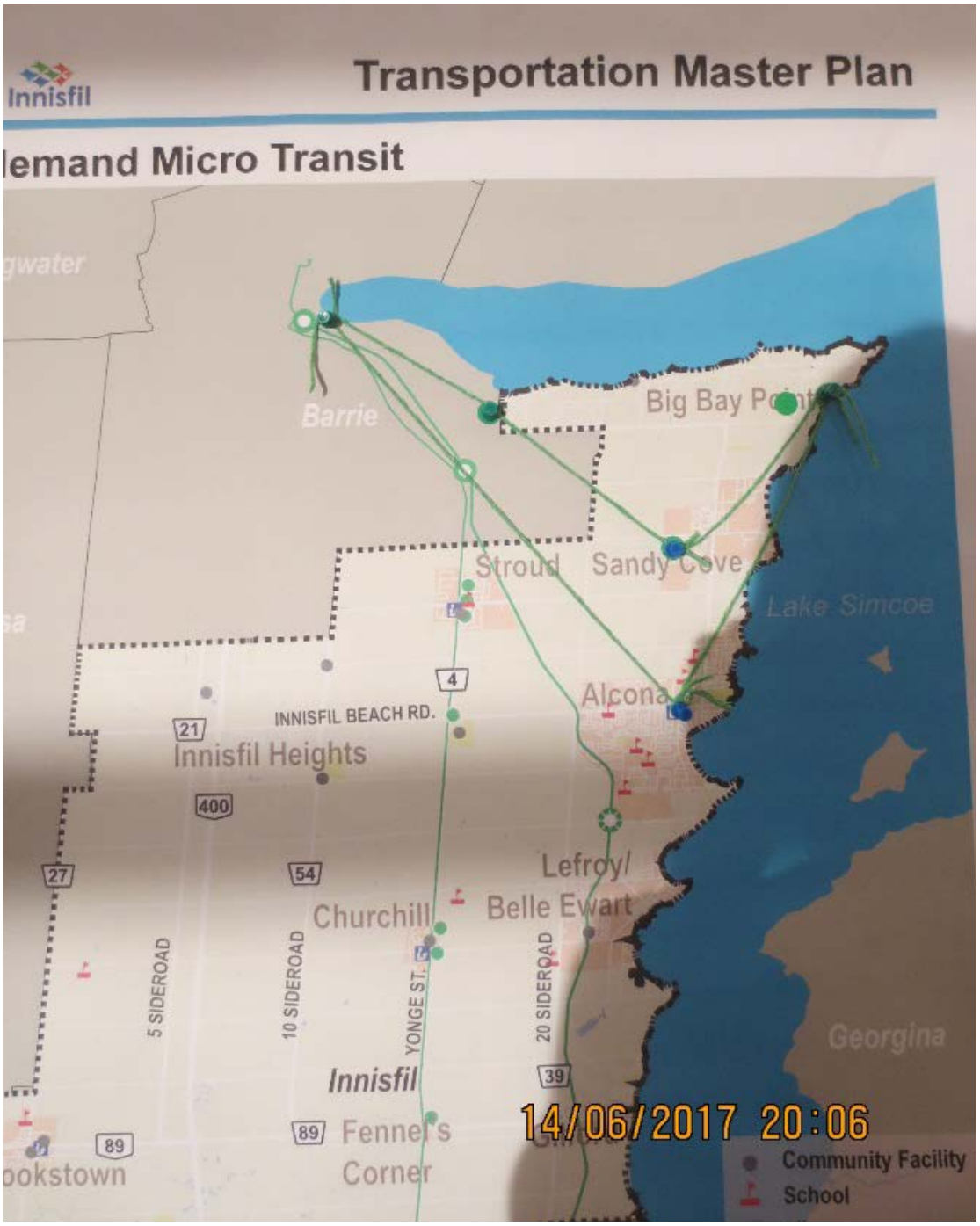

Exhibit 9: Record of Pins and Strings Activity and Dots for Micro-Transit Network

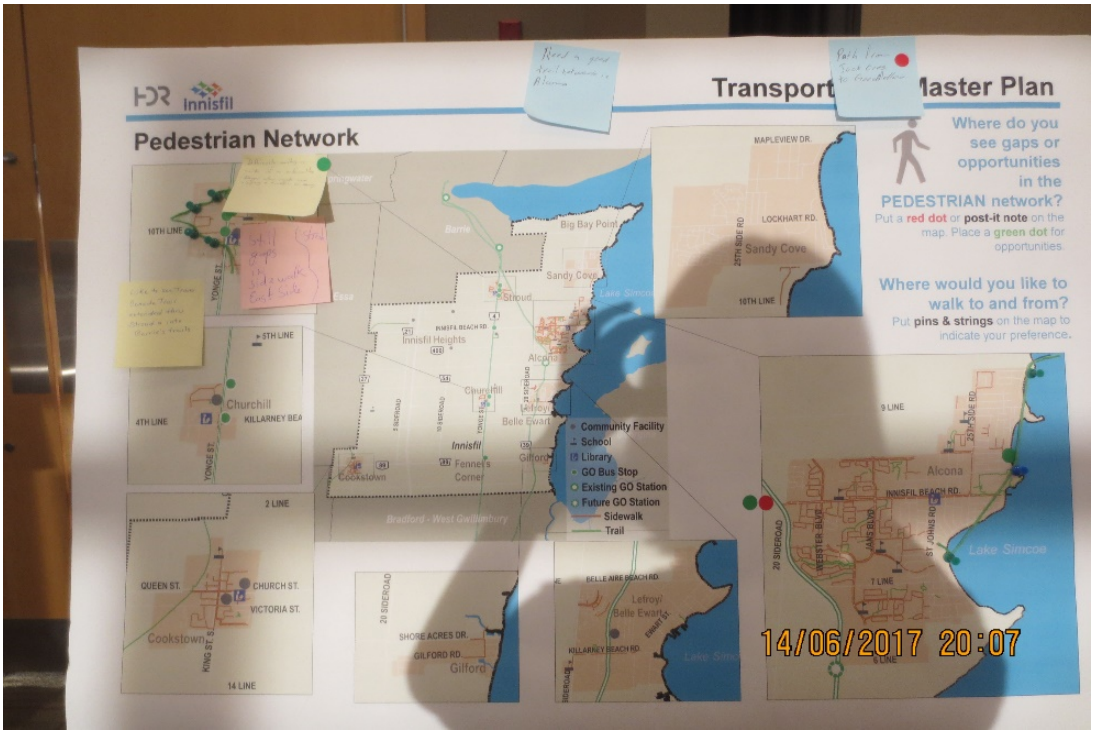

Exhibit 10: Record of Pins and Strings Activity and Dots for Pedestrian Network

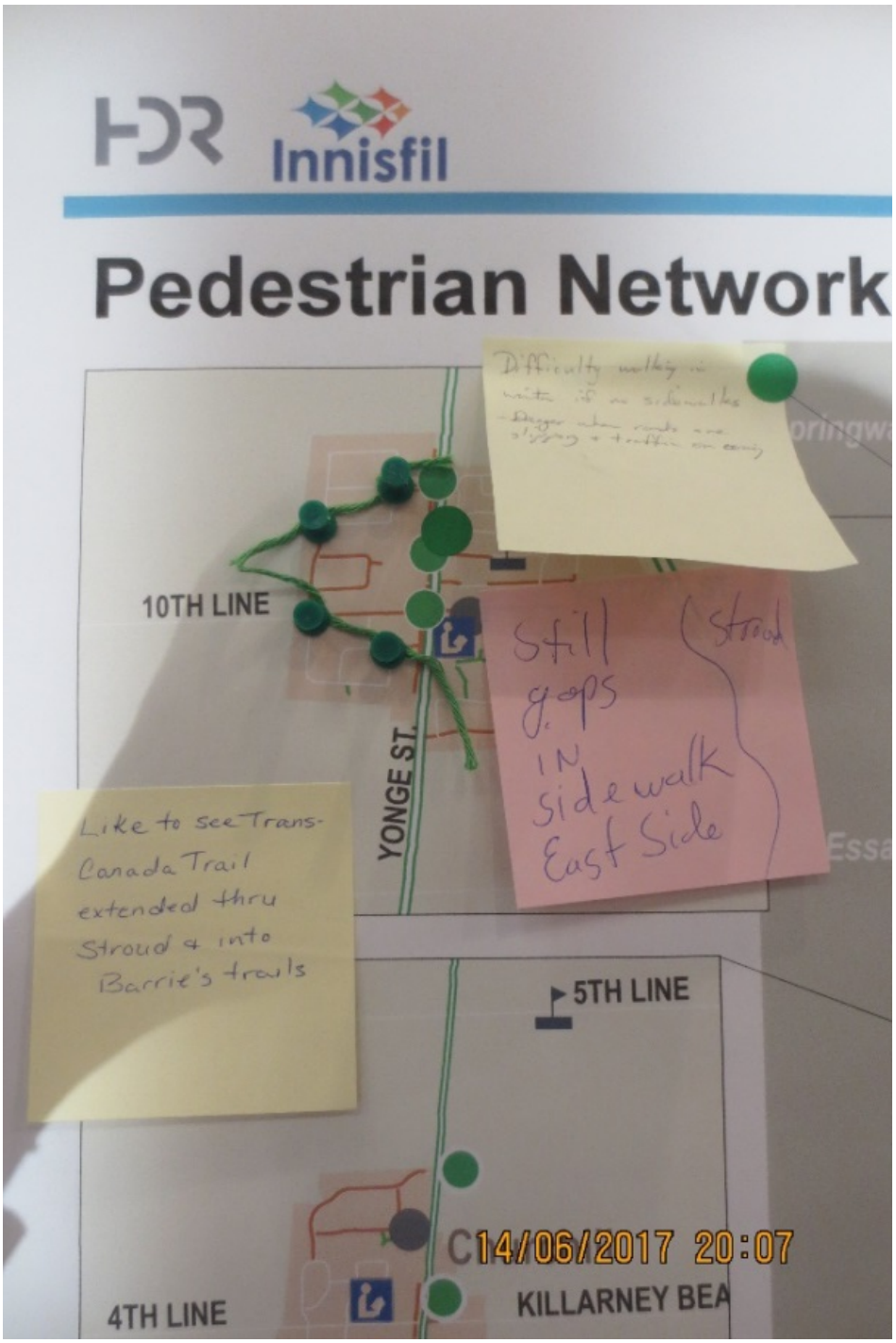

Exhibit 11: Record of Pins and Strings Activity and Dots for Pedestrian Network – Stroud Focus

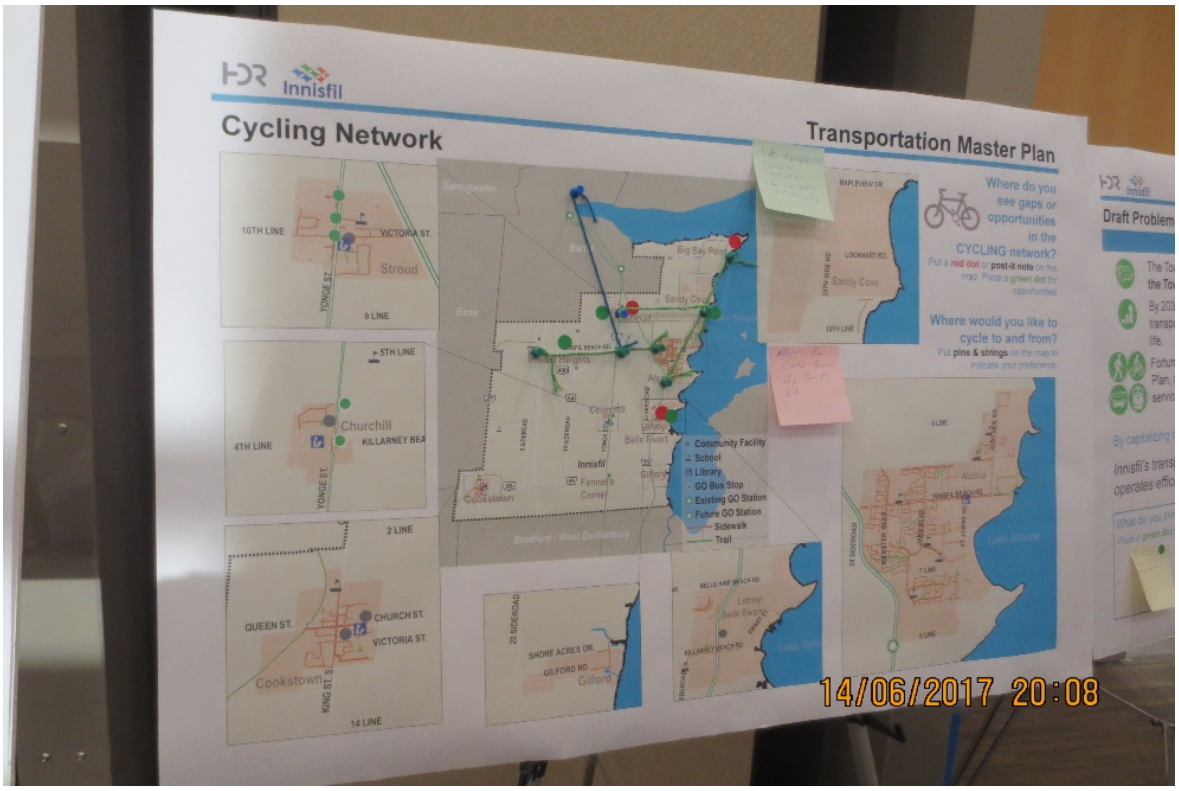

Exhibit 12: Record of Pins and Strings Activity and Dots for Cycling Network

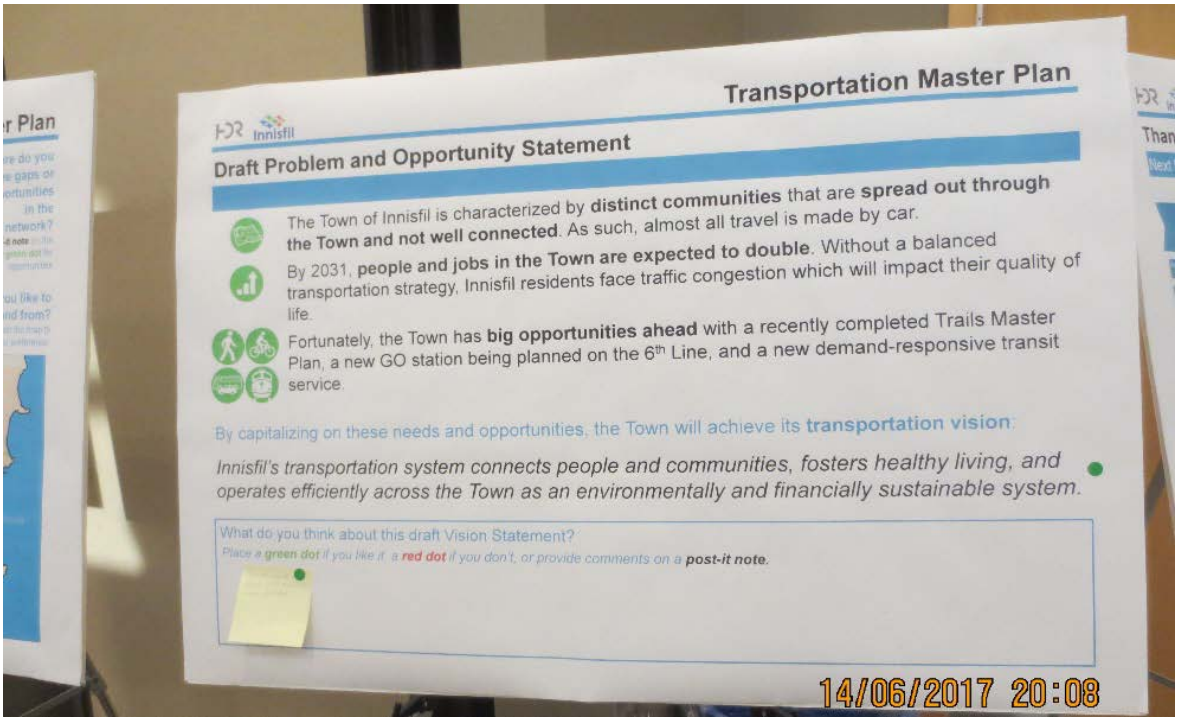

Exhibit 13: "Draft Problem and Opportunity Statement" Dots

Appendix 5: Interactive cross-section activity

To assist the public in visualizing how the various elements that make up a street are combined, Project Team members lead an interactive activity wherein participants could use tiles printed with common street elements to create different cross-sections for Webster Boulevard and St. Johns Road. Each individual was able to create their preferred cross-section using elements at different sizes, including: landscaped boulevards, sidewalks, bike lanes, multi-use paths, buffers, general travel lanes, and parking lanes. The activity was designed to show that trade-offs will need to be made amongst different users to create a multi-modal street where ROW is limited, and to help the project team understand what participants want for their streets**.** Photos of the activity are shown in **Exhibit 14** and **Exhibit 15**.

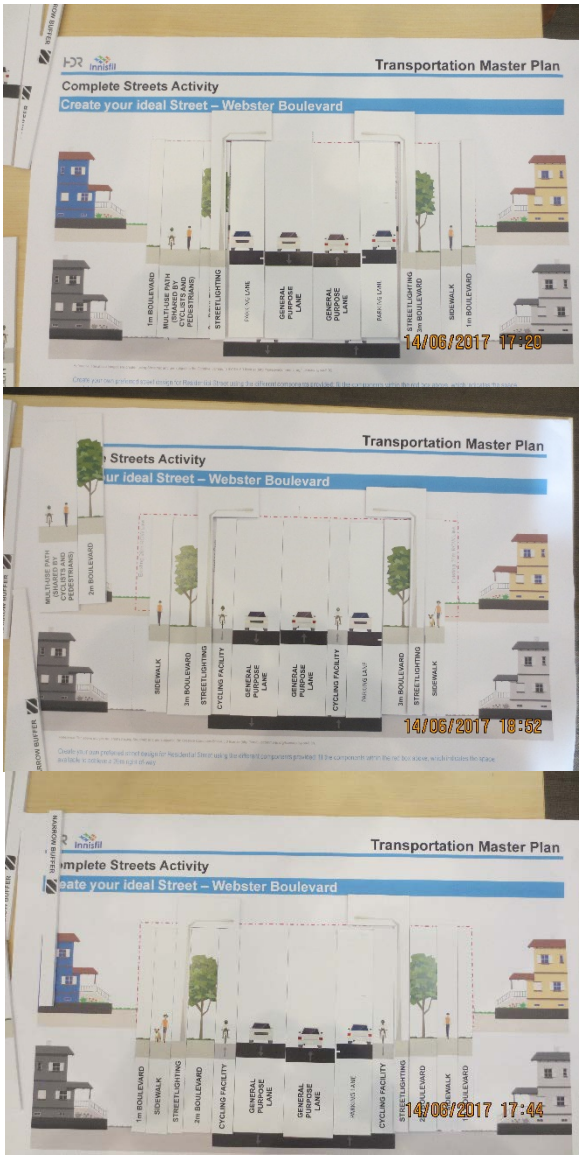

Exhibit 14: Webster Boulevard Cross-sections

Exhibit 15: St. Johns Road Cross-sections

Memo

Date:	Wednesday, October 25, 2017
Project:	Town of Innisfil Transportation Master Plan Update 2017
To:	Town of Innisfil
From:	HDR
Subject:	Public Open House (POH) 2: Feedback Report

Public Open House (POH) 2: Feedback Report

1 About the Innisfil TMP Update and POH 2

1.1 What is this project about?

The Town of Innisfil has initiated a Transportation Master Plan (TMP) study to provide an update to the TMP study completed in 2013. The TMP 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 *Our Place*, the draft Innisfil Official Plan (January 2017).

Exhibit 1: Study Area Map

1.2 What was the purpose of the Public Open House?

Public Engagement is important for developing a vision for Innisfil's future transportation network and determining how best to meet community needs. Opportunities for public input will occur throughout the Study. The September 13, 2017 POH provided an opportunity to share information about the project and engage residents and stakeholders in discussions about the TMP update.

Specifically, the POH was meant to:

- Recognize feedback from residents from POH 1 and the TMP survey.
- Present a problem and opportunity statement and vision statement
- Present and obtain feedback on alternative solutions
- Present and obtain feedback on draft policies, with a focus on the Complete Streets policy
- Provide an opportunity for the public to share their experiences and contribute suggestions for improving transportation in Innisfil

1.3 How did the community learn about the Public Open House?

Notice for the September 13, 2017 POH was provided through the following:

- Newspaper advertisements:
  - Innisfil Examiner
- Online:
  - Town website – innisfil.ca/tmp
  - Facebook event
- Signage
  - Postings on digital signs at the Innisfil Recreational Complex, Libraries, and the Town Hall
  - Signage in the Recreational Complex on the day of the event
- Email invite to the Town Council, Technical Advisory Committee (TAC), First Nations Groups, and local residents who have previously indicated interest in the TMP.

1.4 How was the Public Information Centre organized?

The Open House provided the opportunity for community members to drop-in any time from 4:00 p.m.to 7:00 p.m. and visit four stations where information was displayed. The project teams from HDR and the Town were available to discuss the study.

The 4:00 p.m. to 7:00 p.m. time period was intended to provide the opportunity for residents to attend after work and in the early evening and to do so at their own pace. The location of this POH was in the lobby of the Innisfil Recreational Complex, which has a YMCA onsite and functions as the Town's community centre. This convenient location attracts many Town residents and increased this POH's exposure.

The Open House's format maximized opportunities for individuals to review the information and provide ideas and input on the future vision, challenges being experienced, and opportunities for improving transportation in Innisfil. Community members were able to speak with the project

team to pose questions, share their concerns and review issues, pose follow-up questions, and provide suggestions and other comments.

The POH also included opportunities for the public to provide their input through interactive activities, including:

- **Post it notes**: Post it notes were made available throughout the room so participants could mark any board with their comments.
- **Dots**: Green and red dots were provided to participants as they entered so that they could easily mark a statement, image, or figure with green, if they agreed or liked the idea, or red, if they disagreed or disliked the idea. Red dots were also used to show perceived congestion in the road network, and gaps in the pedestrian and cycling networks, and green to make places where participants thought there could be improvement.
- **Create your own Cross-Section**: Participants were able to "redesign" cross-sections of St. John's Road and Webster Boulevard using a selection of common street element tiles (e.g. through-lanes, multi-use paths, medians) scaled to the road right-of-way. Completed cross-sections were photographed and are included in **Appendix 5**.

A description of the Information Station Topics is included in **Exhibit 2**. The detailed description of each station and verbatim public input received is included in Appendices 1 through 5 of this report. To augment the input received at the stations, a comment form was provided.

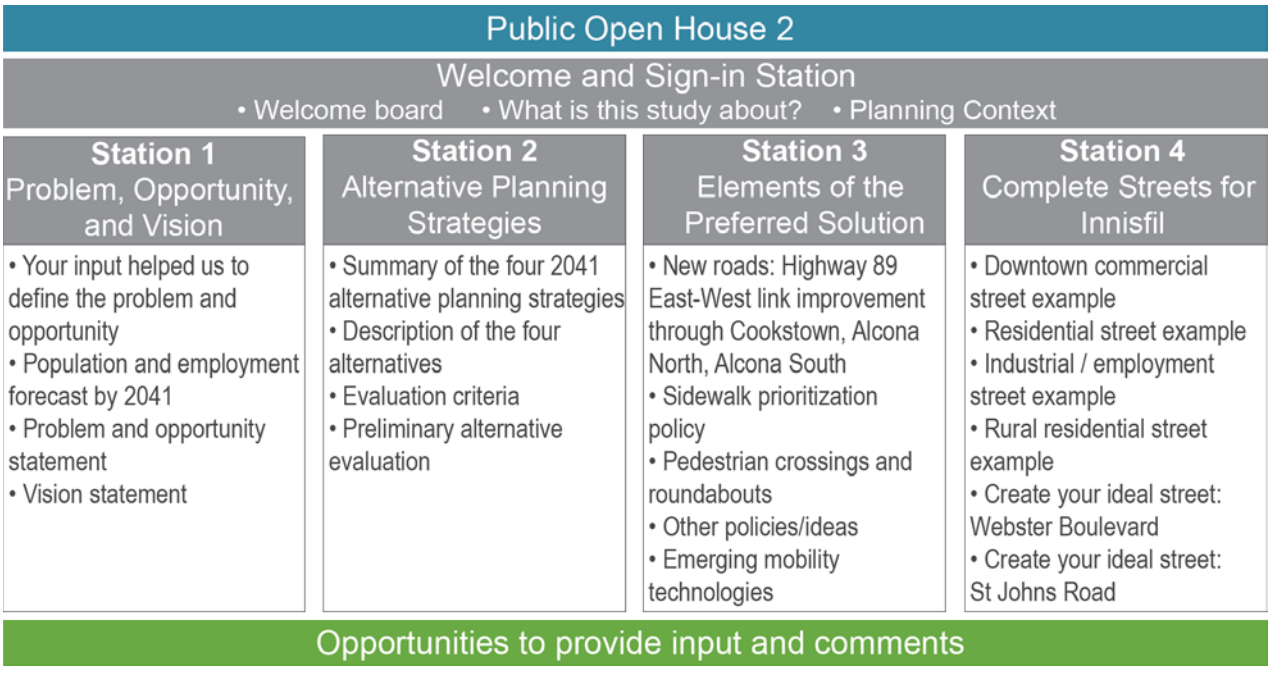

Exhibit 2: Station Topics

1.5 Who attended the Public Open House?

The Open House was attended by 18 people as recorded on the sign-in sheets, however it was noted that since the POH was set up in the Innisfil Recreation Complex lobby, many residents

passed by and participated in the POH but did not sign in. Six of the registered participants were town staff or councilors. Most attendees spent approximately 30 minutes at the open house.

2 What we heard: General themes and key messages

The combination of relatively low turn-out and the absence of completed comment forms means that caution should be taken when drawing broad conclusions from the feedback.

Support for an expanded sidewalk and trail network is one theme that emerged from green and red dots and "Create your own Cross-section" activities. Most participants placed green dots next to the policies to install more sidewalks and trails in the Town. Every completed cross-section included some combination of dedicated infrastructure for cyclists and pedestrians (e.g. cycling facilities and sidewalks, multi-use paths). Participants generally did not consider additional lanes for automobile movements a priority, but instead would prefer additional greenspace and infrastructure for active modes.

Support for the EcoMoiblity Hub Pilot Program, based on the green and red dots placed on the boards.

Opposition for rubber speed cushions as a method of traffic calming based on the green and red dots placed on the boards.

Support for installing dynamic speed signs and reducing speed limits on residential streets to 40km/h, based on the green and red dots placed on the boards.

Support for the Aggressive Approach with the aggressive approach with road improvement projects, travel demand management (TDM) measures, and investment in conventional transit, based on the green and red dots placed on the boards.

As a wide variety of opinions and ideas were expressed, it is important that this synthesis of key messages heard be reviewed together with the verbatim detailed comments provided by the public, as well as the results of individual activities, found in **Appendices 1 through 5**.

3 Next Steps

The comments received through POH 2 are being considered for Phase Two alternative solutions and preferred solution by the project team, together with other public input received through the TMP Update Survey and stakeholder meetings. Public input is being used to develop refine draft policies and alternative solutions.

Appendices

Appendix 1: Welcome Station

The Welcome Station provided information on the background and planning context for the TMP Update. Information was provided on boards about the study purpose, process, and planning context.

Photos of where participants placed dots on the boards are shown in **Exhibit 3** and **Exhibit 4**. Boards without dots are not shown. Participants showed strong support for developing new sidewalk and trail policies and enhancing the regional transportation network (GO Rail). There were no verbatim comments for the Welcome Station.

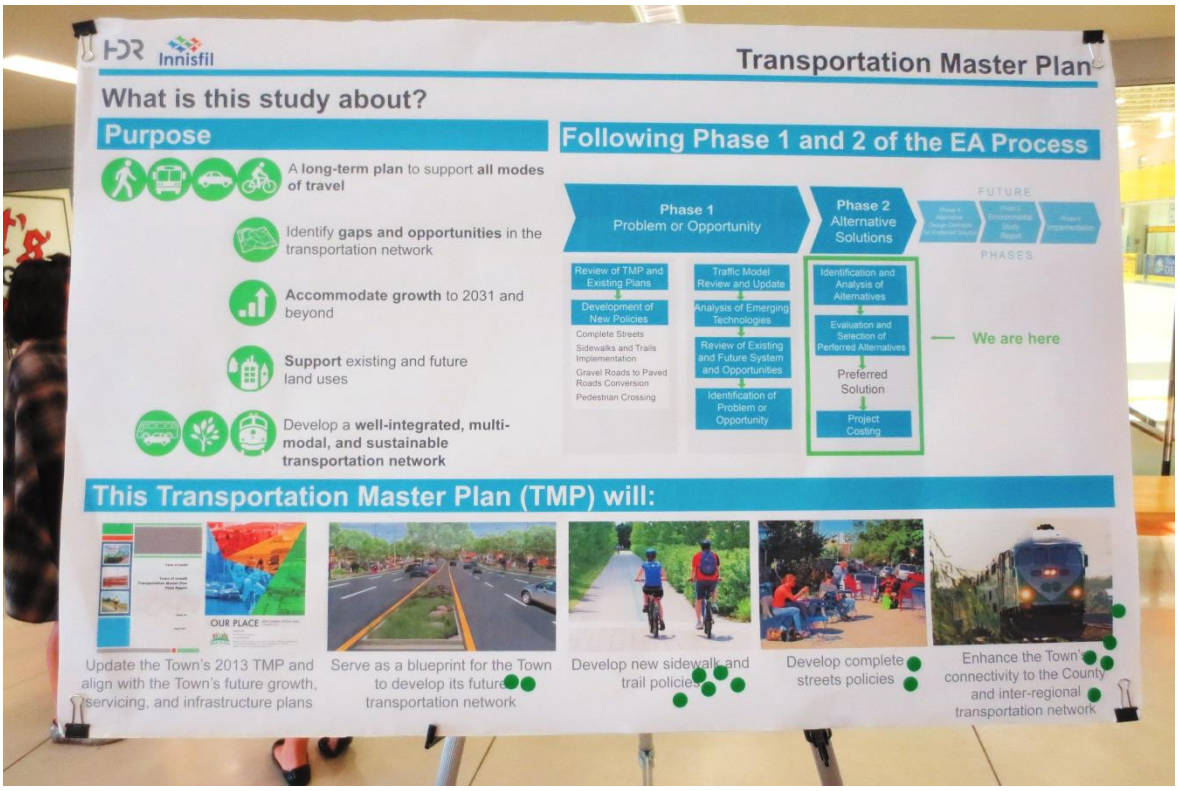

Exhibit 3: "What is this study about?" Dots

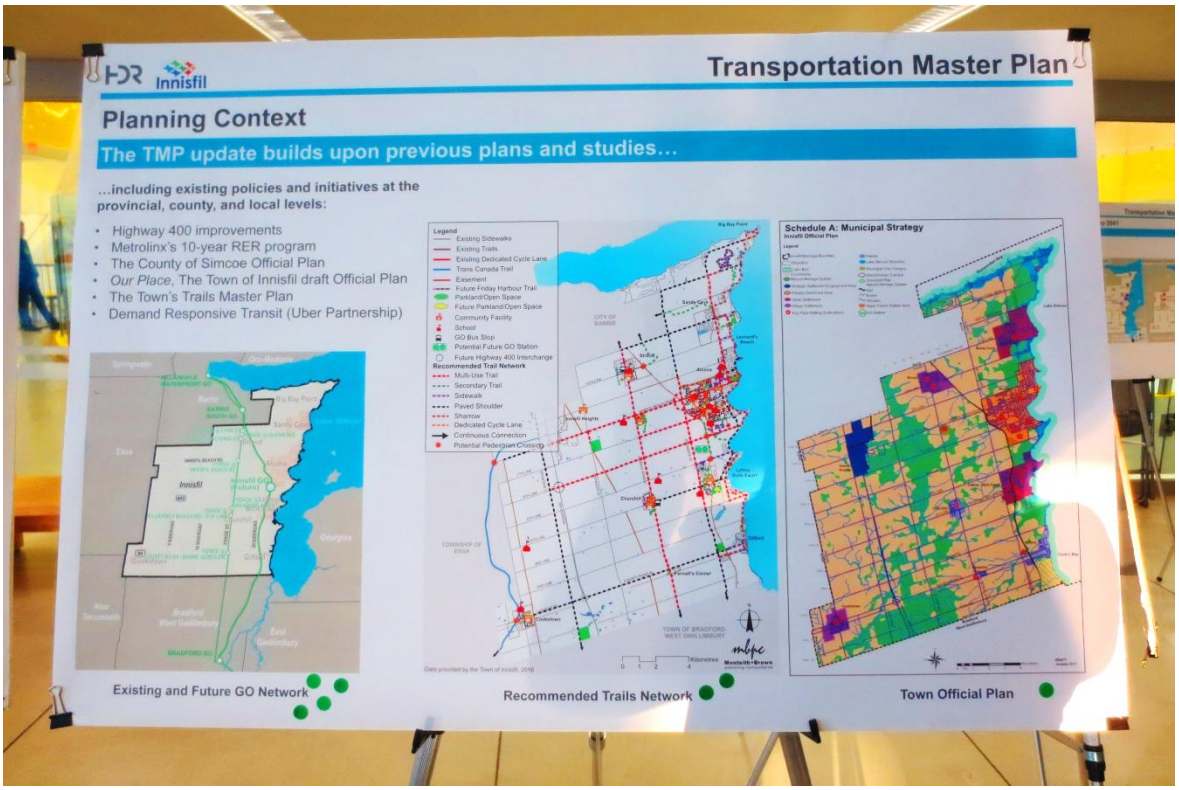

Exhibit 4: "Planning Context" Dots

Appendix 2: Station 1, Problem, Opportunity, and Vision

Station 1 includes a board summarizing what was understood from the public input from the TMP survey and the first POH, the Town's population and employment forecast by 2041, as well as the problem and opportunity statement and the vision statement that were developed based on the analysis of the existing conditions and the public input.

Photos of where participants placed dots on the boards are shown in **Exhibit 5** and **Exhibit 6**. Boards without dots are not shown. Participants showed split opinions for the demand responsive transit (Uber) and showed support for walk and cycle infrastructure, improving road safety, and a fixed-route, bus-based transit service. There is one red-dot placed on the board with the Problem and Opportunity Statement and the Vision Statement. There were no verbatim comments for the Problem, Opportunity, and Vision station.

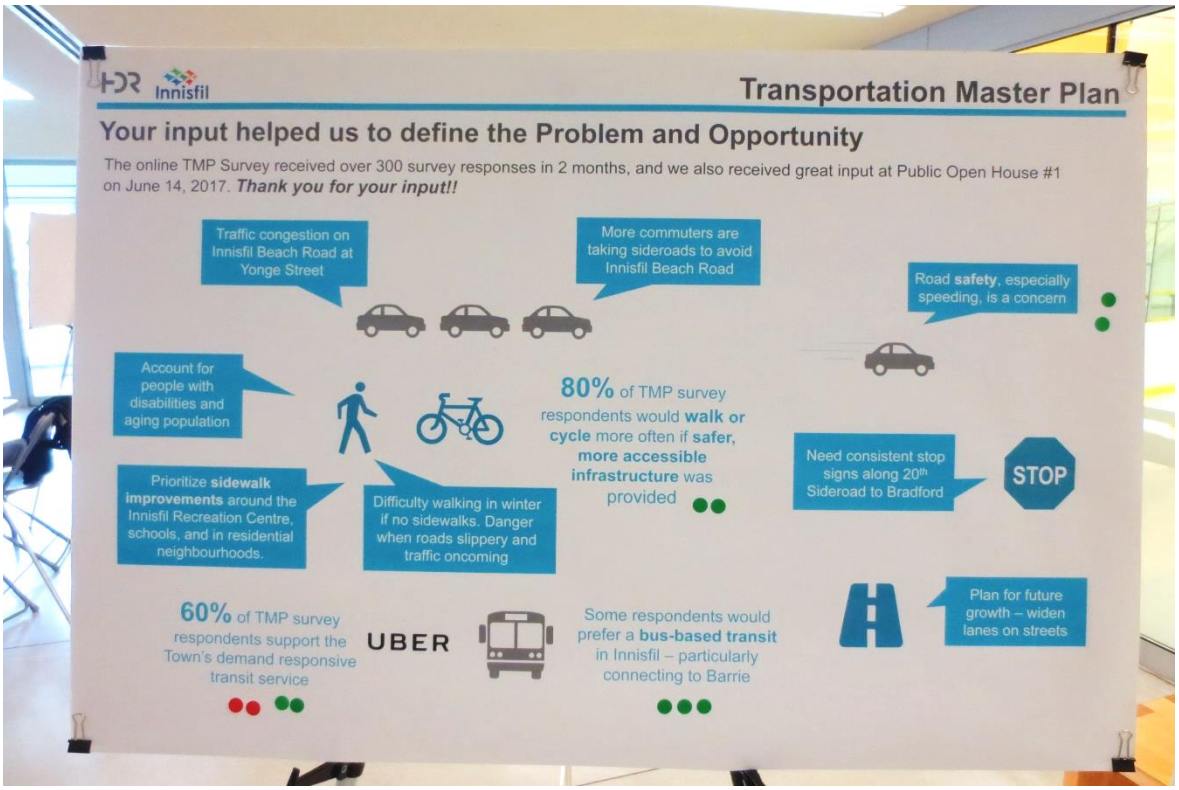

Exhibit 5: "What we heard from our Questionnaire" Dots

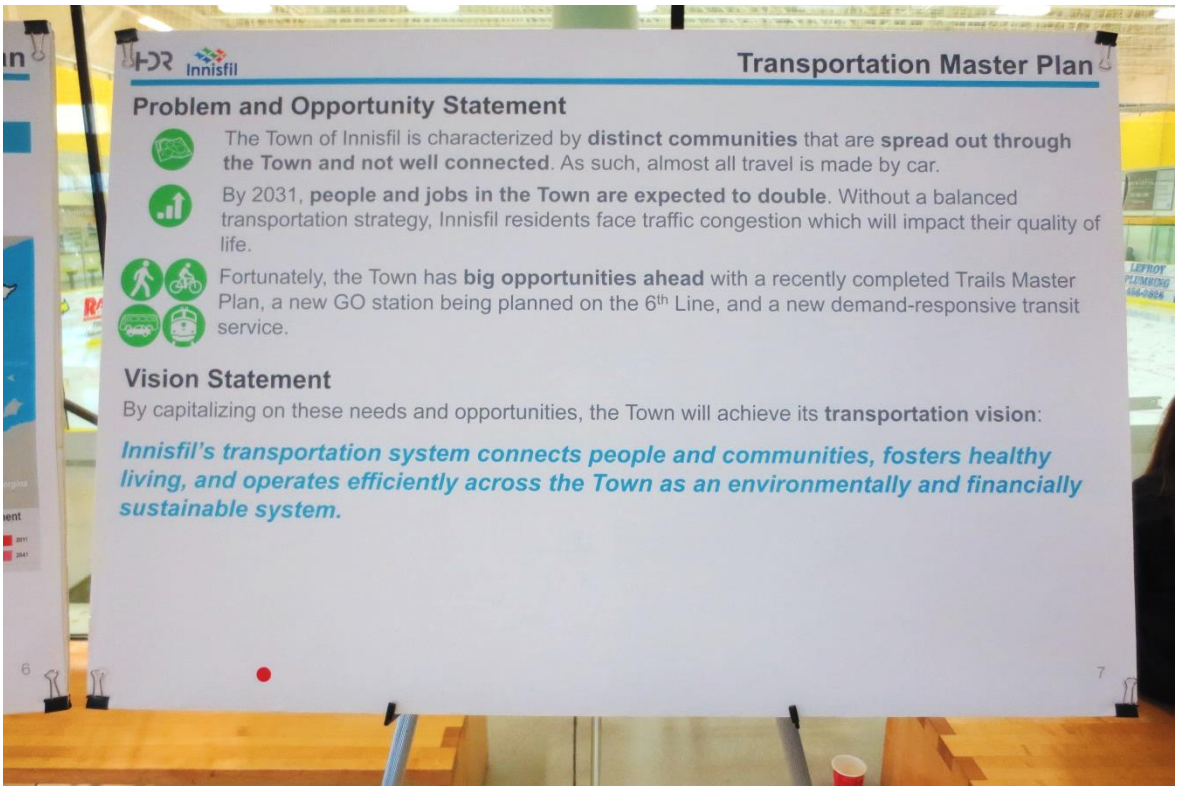

Exhibit 6: "Problem and Opportunity Statement" Dots

Appendix 3: Station 2, Alternative Planning Strategies

Station 2 illustrated four future alternative strategies. Photos of where participants placed dots on the boards are shown in **Exhibit 7**to **Exhibit 12**. Residents showed strong supports for the current planned improvements by the Province and Simcoe County, the EcoMobility Hub concept, and using a traditional bus as the fixed route transit service. Alternative 4, the Aggressive Approach, has gained the most support from the public, followed by Alternative 3, the Balanced Approach.

The detailed verbatim comments for Station 2 based on the input provided by the public using post-it notes were as follows:

- Alternative 1:
  - "Innisfil Beach Rd. from 400 East requires widening"
- Alternative 3:
  - "To make a connection between development at 20th + 5th Line and Lefroy would be great + consistent with walking objectives"

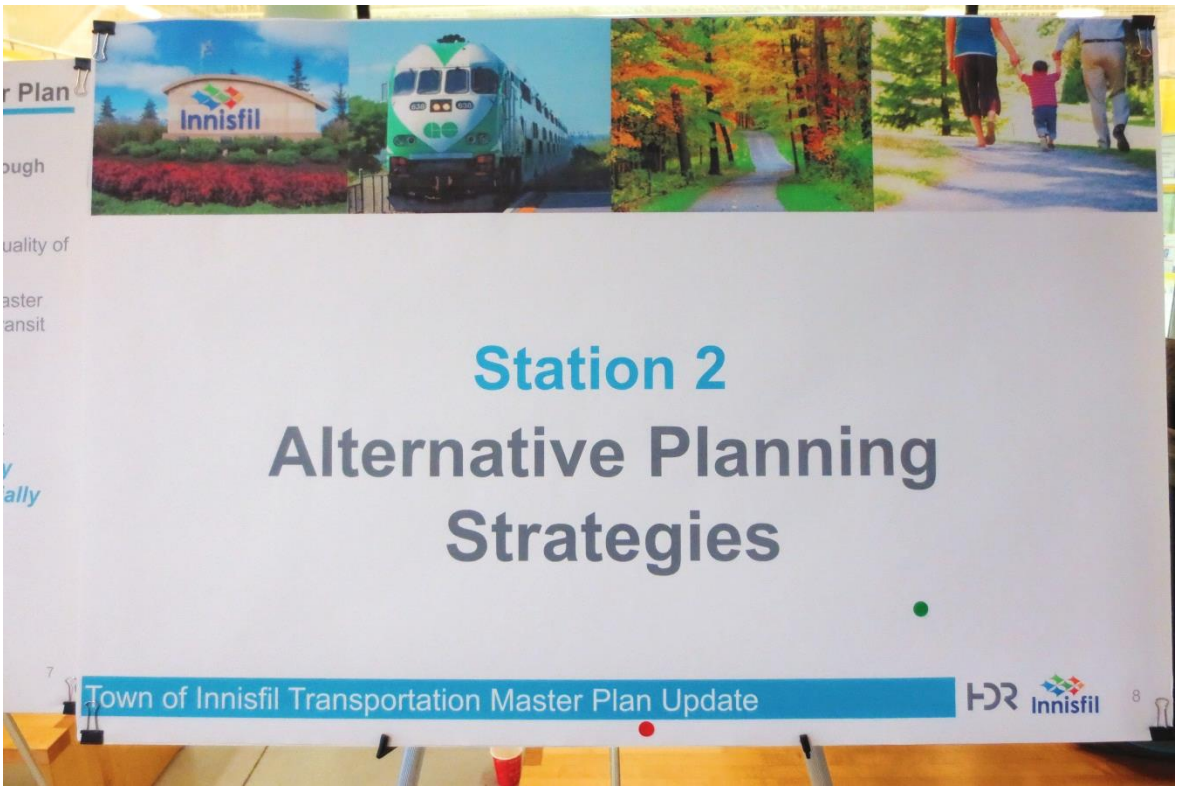

Exhibit 7: "Alternative Planning Strategies" Dots

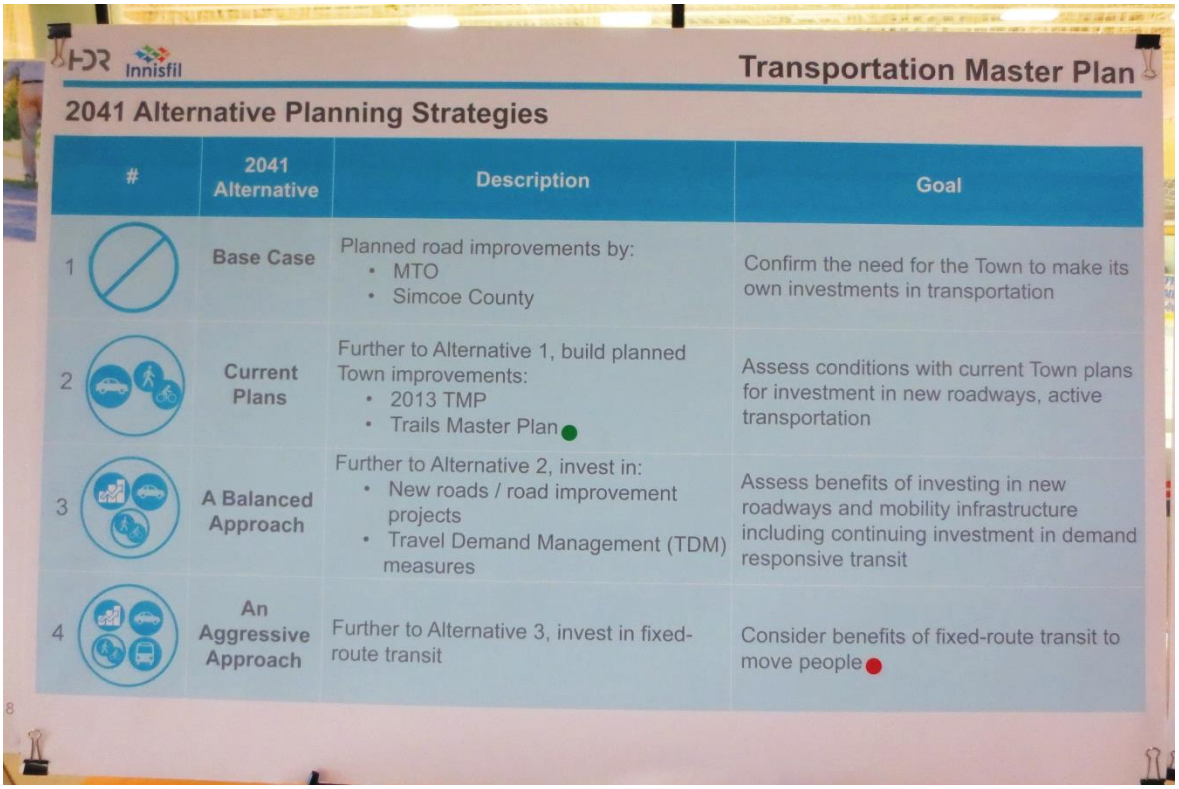

Exhibit 8: "2041 Alternative Planning Strategies" Dots

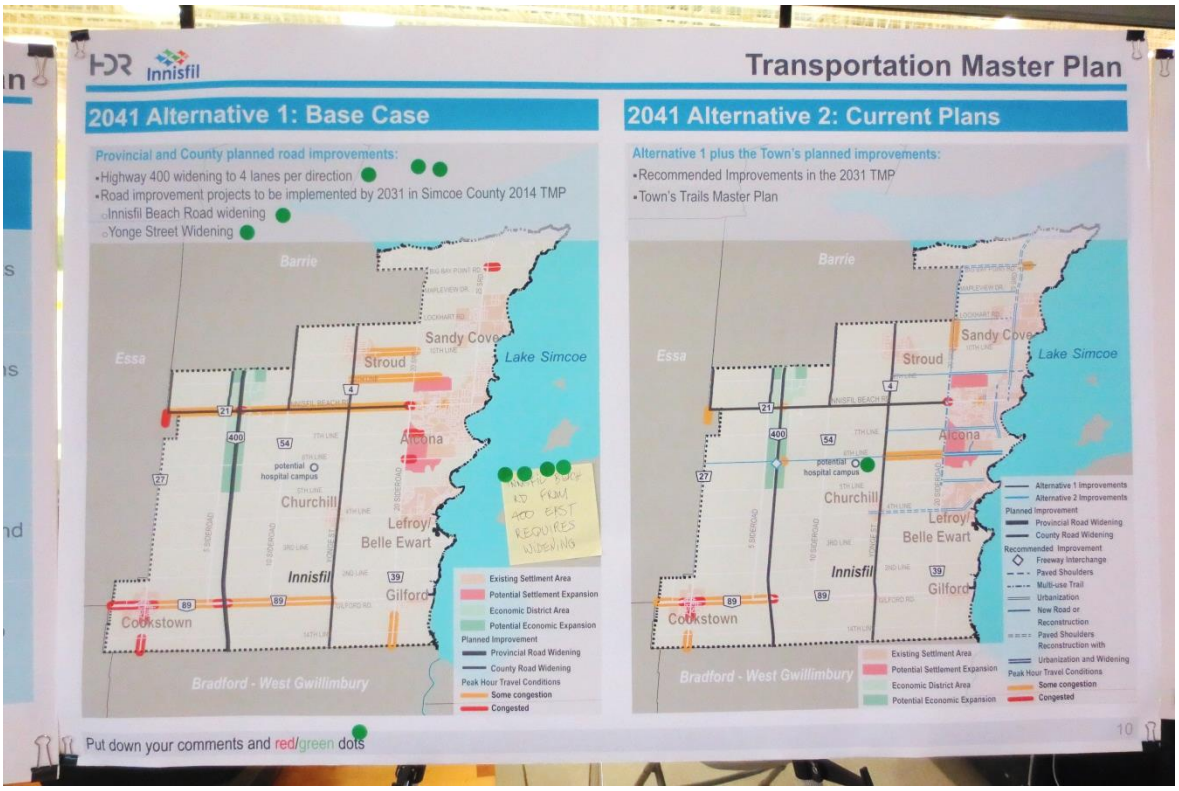

Exhibit 9: "Alternative 1 and 2" Dots

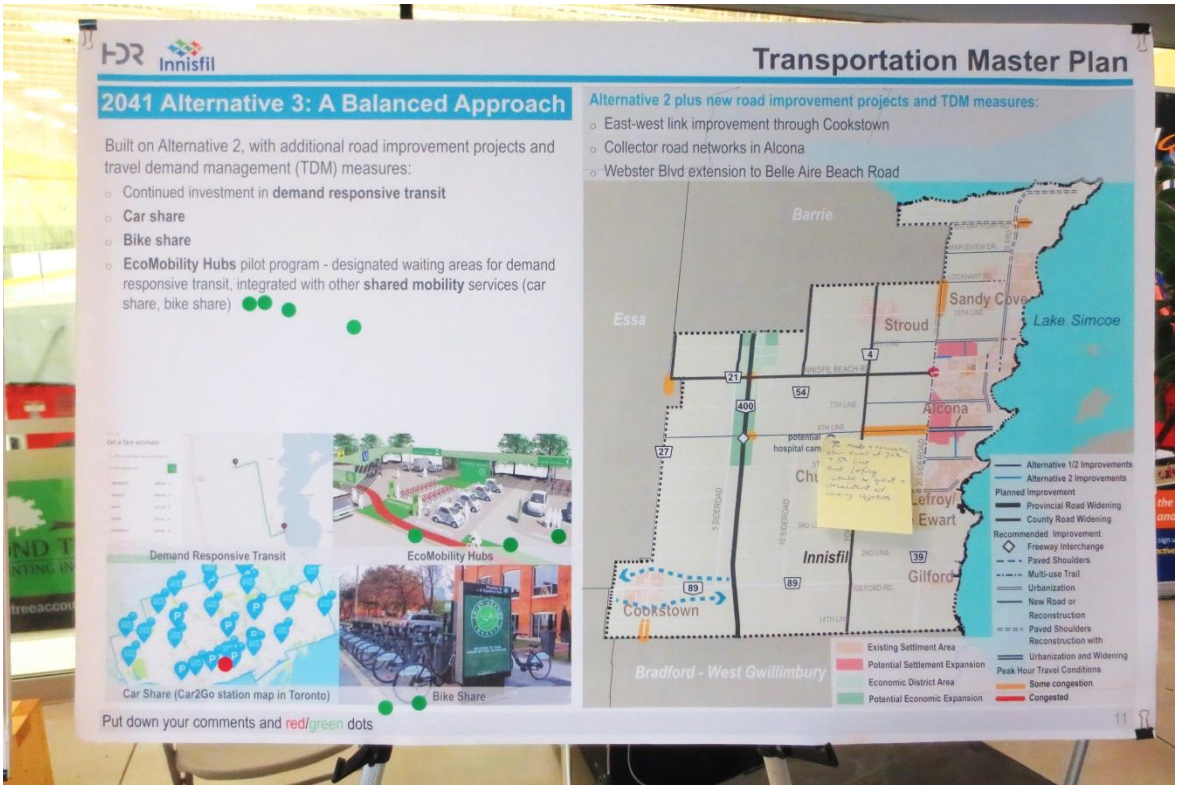

Exhibit 10: "Alternative 3" Dots

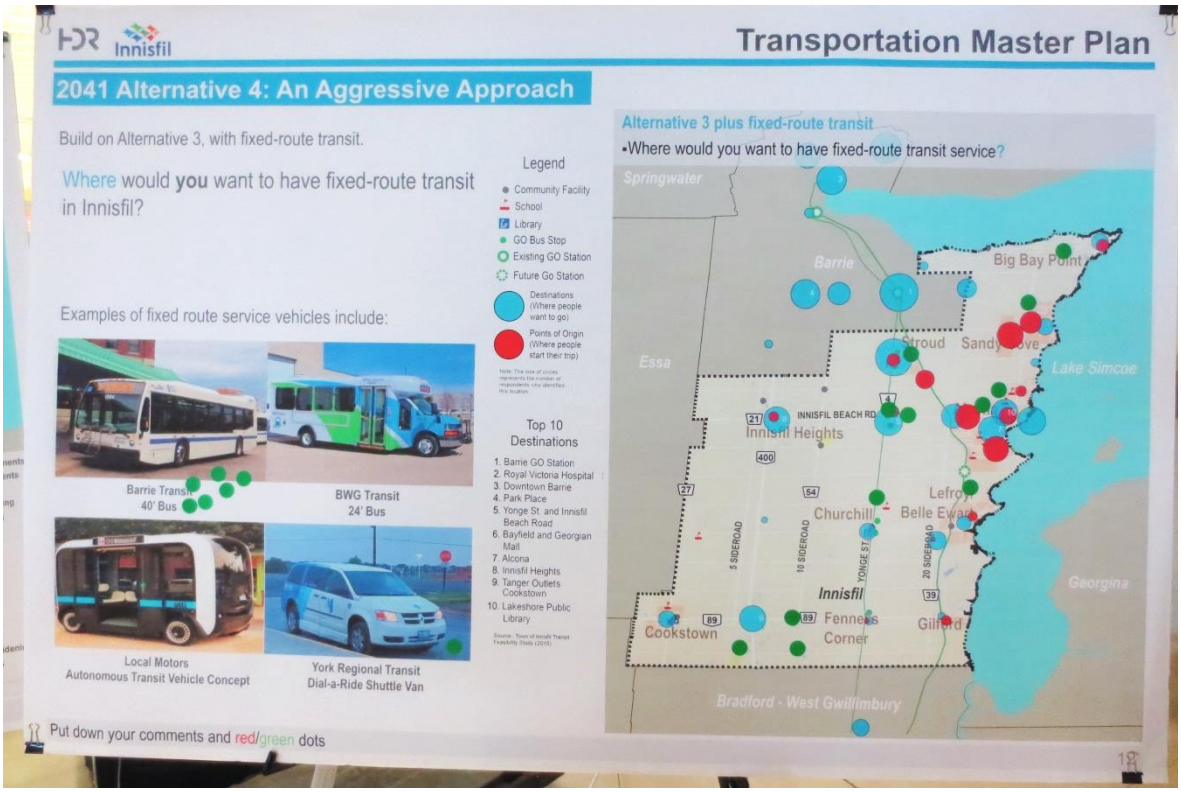

Exhibit 11: "Alternative 4" Dots

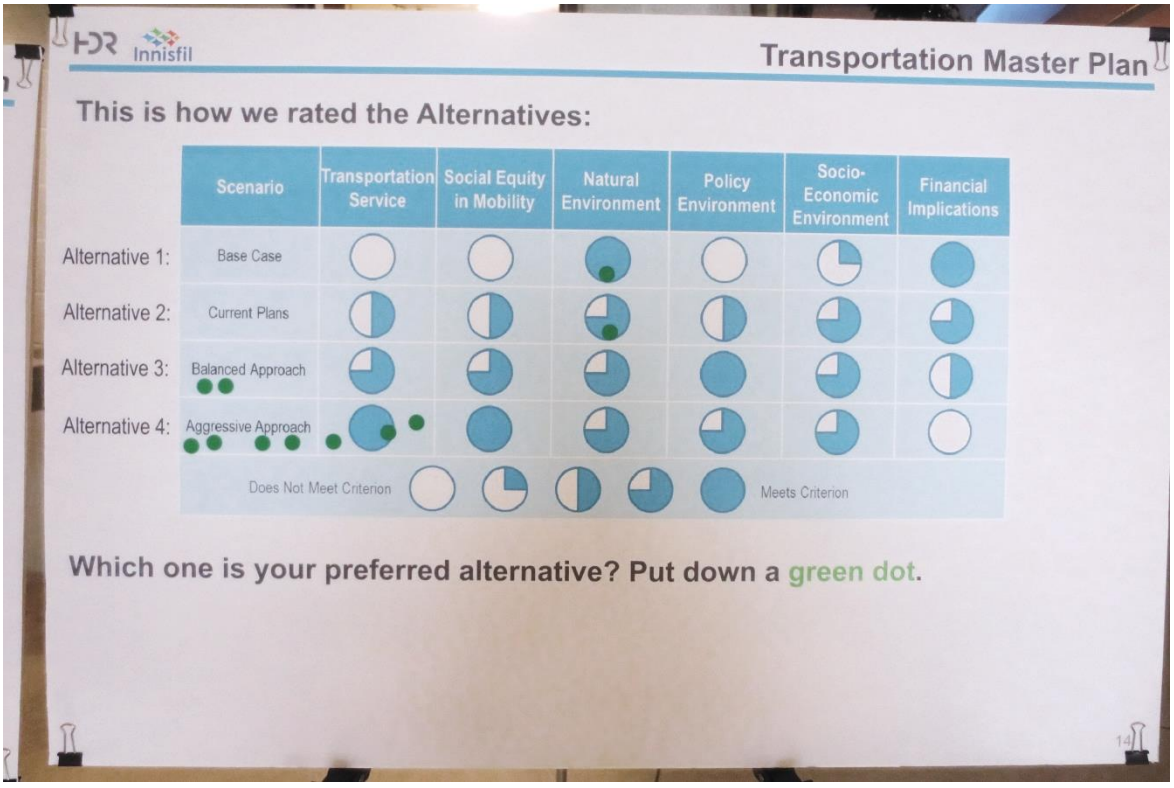

Exhibit 12: "This is how we rated the Alternatives" Dots

Appendix 4: Station 3, Elements of the Preferred Solution

Station 3 presented elements in the preferred solution, including Highway 89 east-west link improvement, additional road projects in Alcona North and Alcona South, and policies to support the preferred solution, such as the sidewalk prioritization policy and traffic calming policy. Photos of where participants placed dots on the boards are shown in **Exhibit 13** to **Exhibit 17**. Based on the green and red dots placed on the boards, participants showed strong support for the dynamic speed sign, reducing speed limits to 40km/h, upgrading gravel roads to paved roads, the EcoMobility Hub pilot program, and supporting the Town planning and preparing for autonomous and connected vehicles. Participants showed strong opposition to adding rubber speed cushions as a measure for traffic calming.

The detailed verbatim comments for Station 3 based on the input provided by the public using post-it notes were as follows:

- Sidewalk Prioritization Policy
    - o "Innisfil Beach Road First (thru Alcona)"

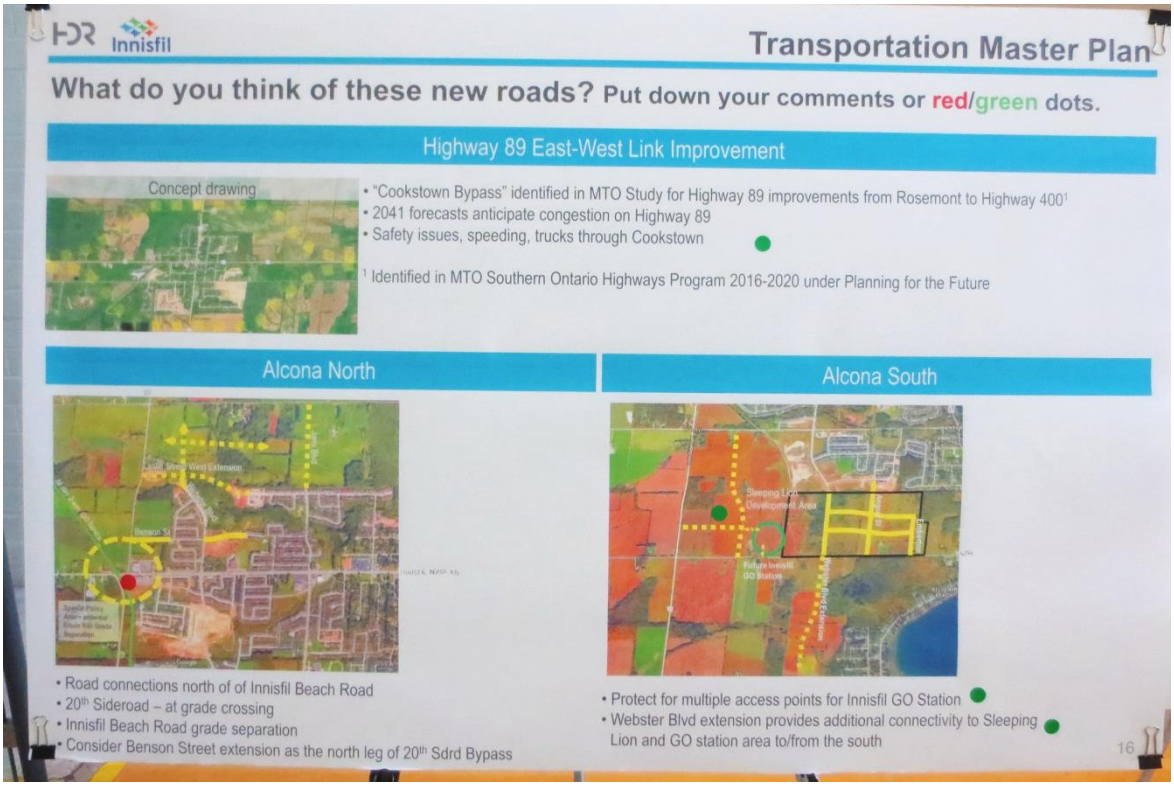

Exhibit 13: "Hwy 89 East-West Link, Alcona North, and Alcona South Improvement" Dots

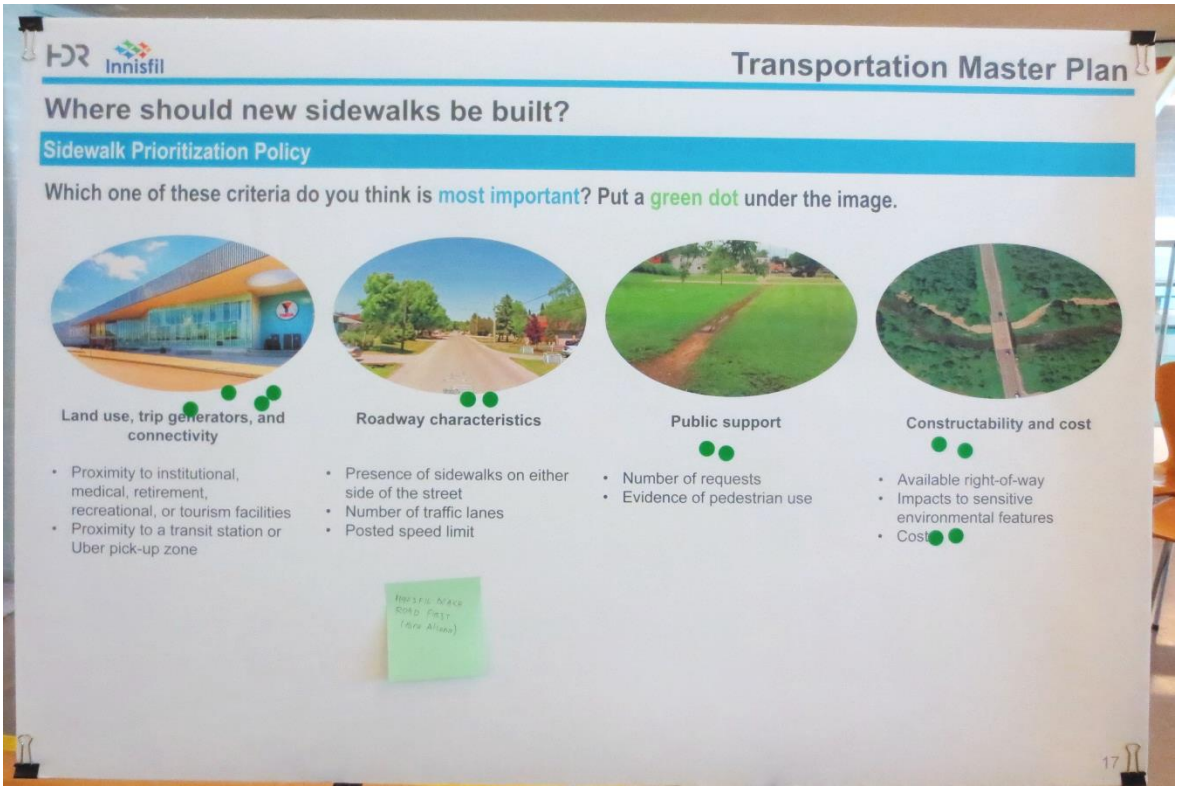

Exhibit 14: "Sidewalk Prioritization Board" Dots

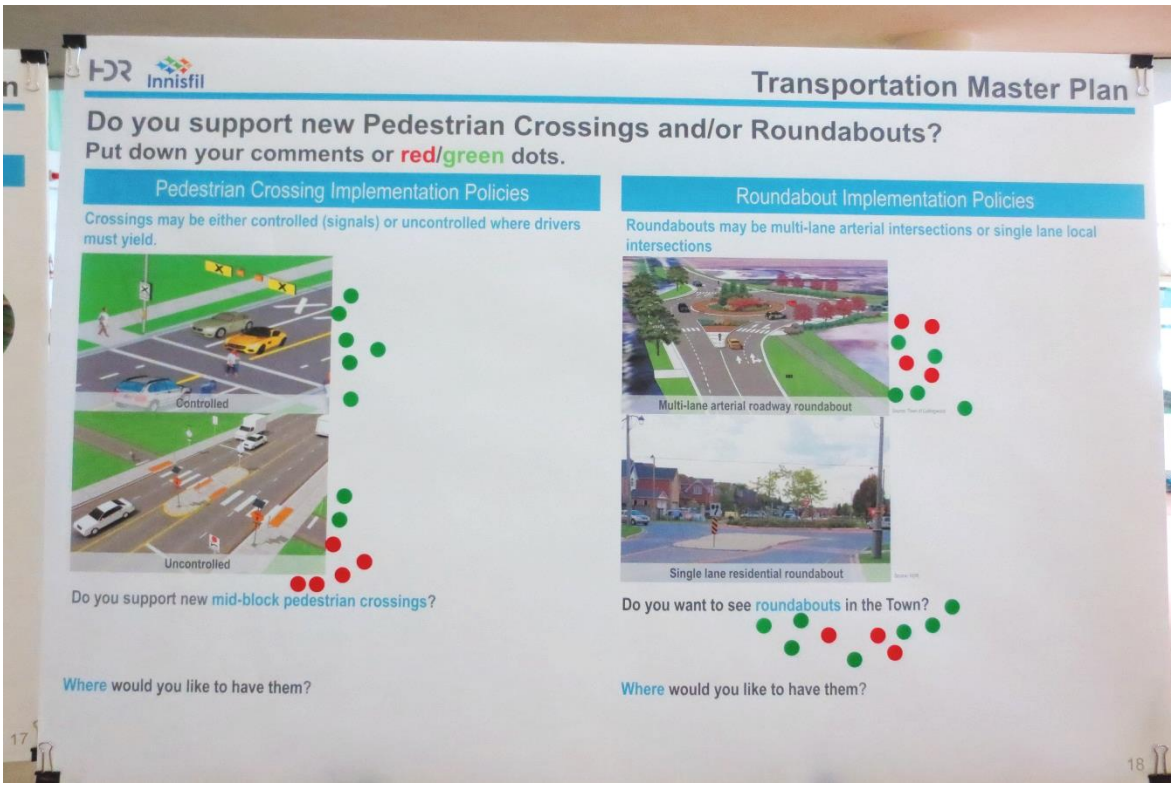

Exhibit 15: "Pedestrian Crossing and Roundabout Implementation Policies" Dots

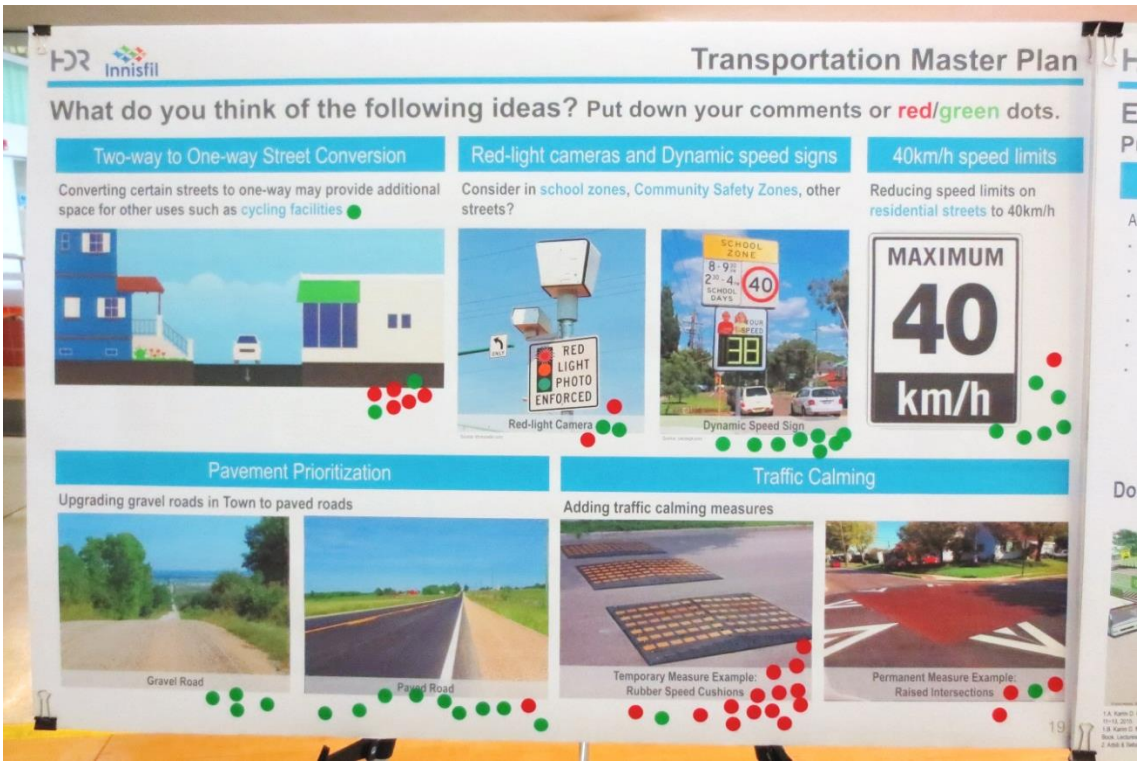

Exhibit 16: "Two-way to One-way Street Conversion, Right-light cameras and Dynamic speed signs, 40km/h speed limits, Pavement Prioritization, and Traffic Calming" Dots

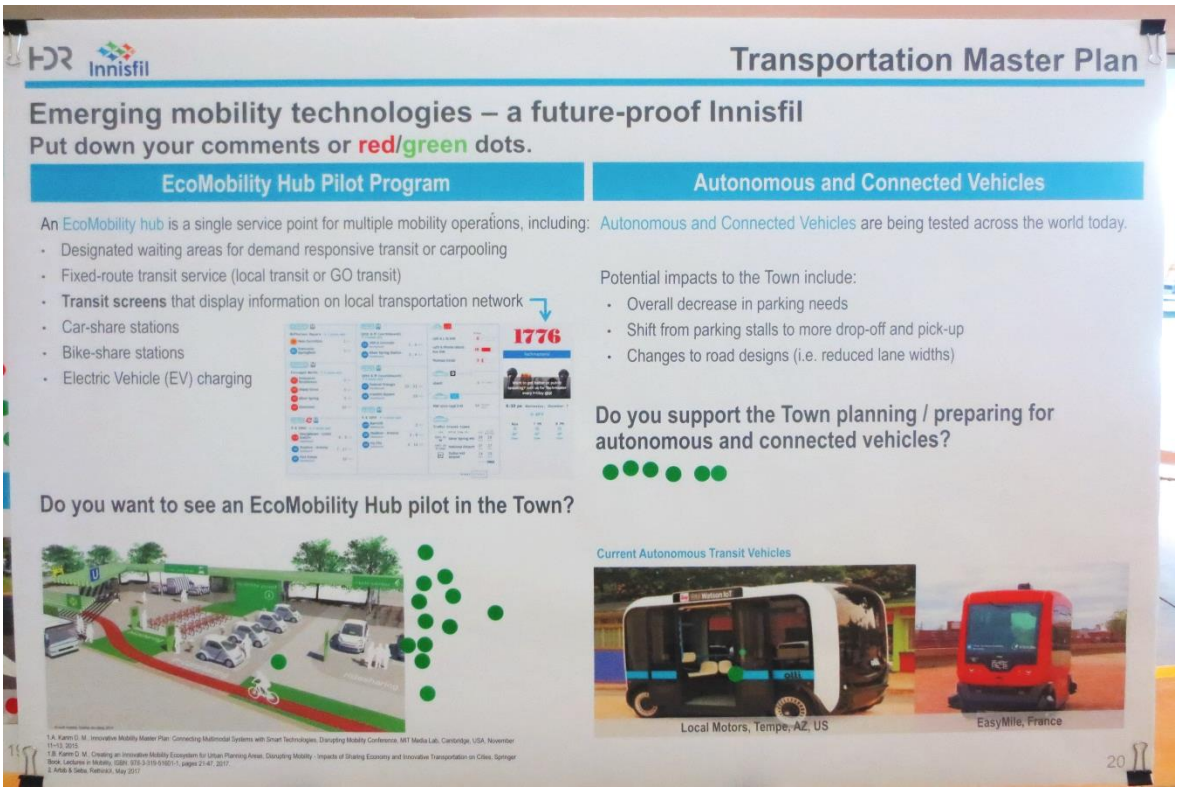

Exhibit 17: "EcoMobility Hub Pilot Program and Auto and Connected Vehicles" Dots

Appendix 5: Station 4. Complete Streets for Innisfil

Station 4 shows four 3D rendering examples of the Complete Streets policy, as well as an interactive activity wherein participants could use tiles printed with common street elements to create different cross-sections for Webster Boulevard and St. Johns Road. Boards with dots and verbatim comments are shown from **Exhibit 18** to **Exhibit 21**, and the interactive cross sections for Webster Boulevard are shown in **Exhibit 26**. There were no cross sections for St. Johns Road.

Participants showed support for the 3D rending for the Downtown Commercial Street example – Queen Street in Cookstown and showed general support for installing sidewalks, bicycle lanes, and multi-use paths. Some red dots were placed on the Residential Street example. Through talking to participants, it was noted that there was confusion about where to place the dots. Some participants put red dots to show their preference for the streets type (e.g. prefer Downtown Commercial Street than Residential Street) rather than their support or opposition of the cross section shown.

The detailed verbatim comments for Station 4 based on the input provided by the public using post-it notes were as follows:

- Residential Street
    - “Cyclists should be required to follow traffic rules, e.g. lights at night, signaling, stopping at stop signs + red lights”
- Rural residential Street
    - “Bike lanes are NOT used by majority. Sidewalks are necessary”
    - “Accessibility for people with disabilities (necessary)”

Exhibit 18: "Complete Streets – Downtown Commercial Street" Dots

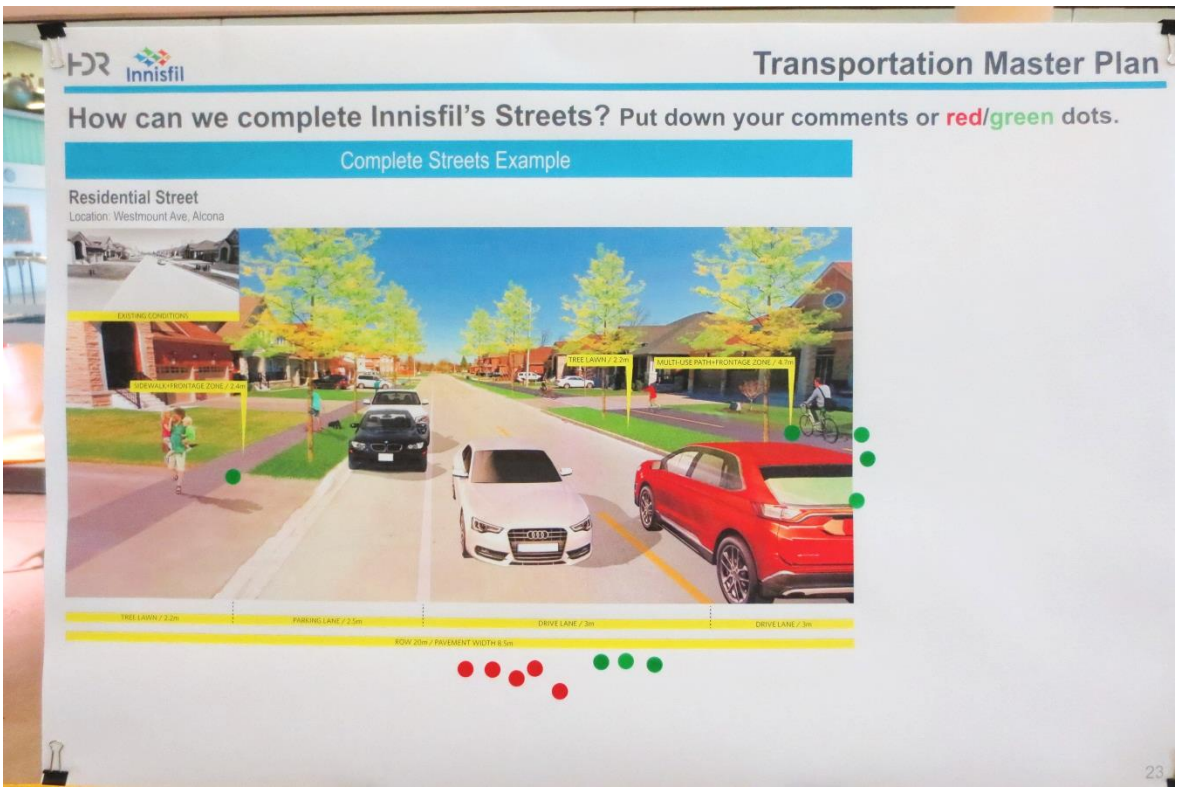

Exhibit 19: "Complete Streets – Residential Street" Dots

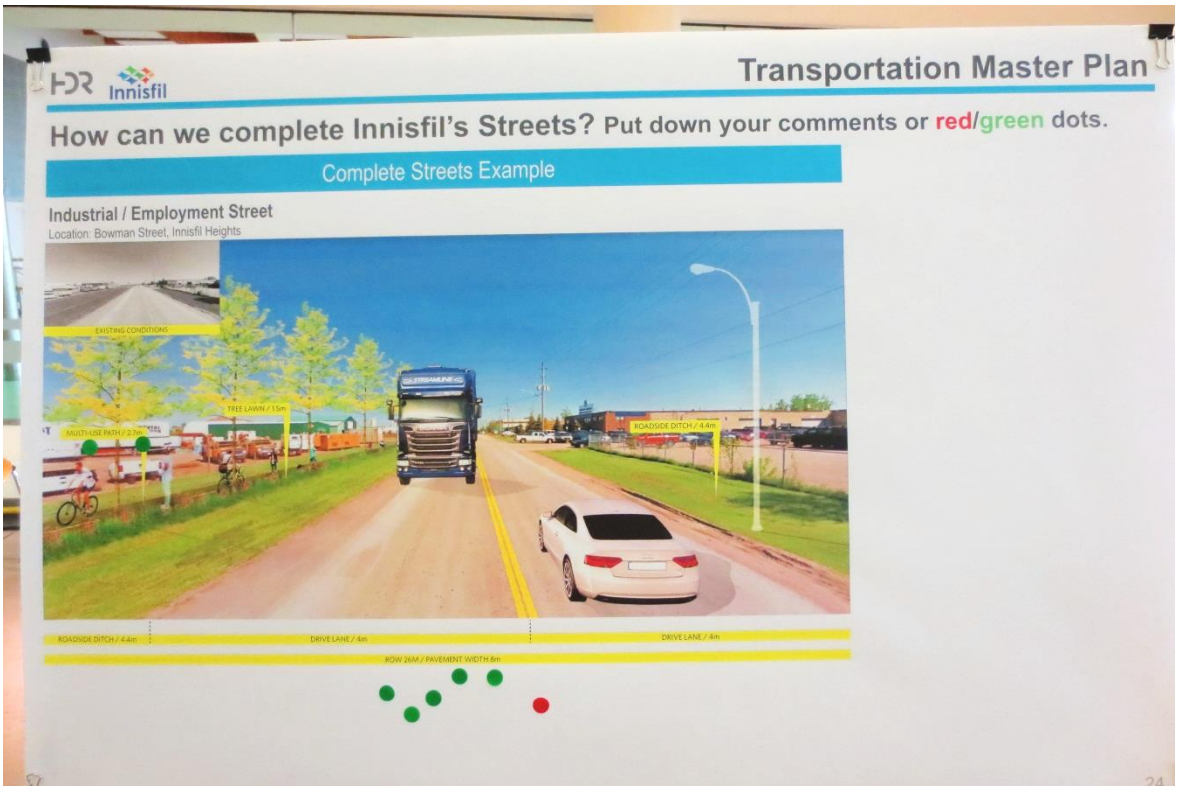

Exhibit 20: "Complete Streets – Industrial / Employment Street" Dots

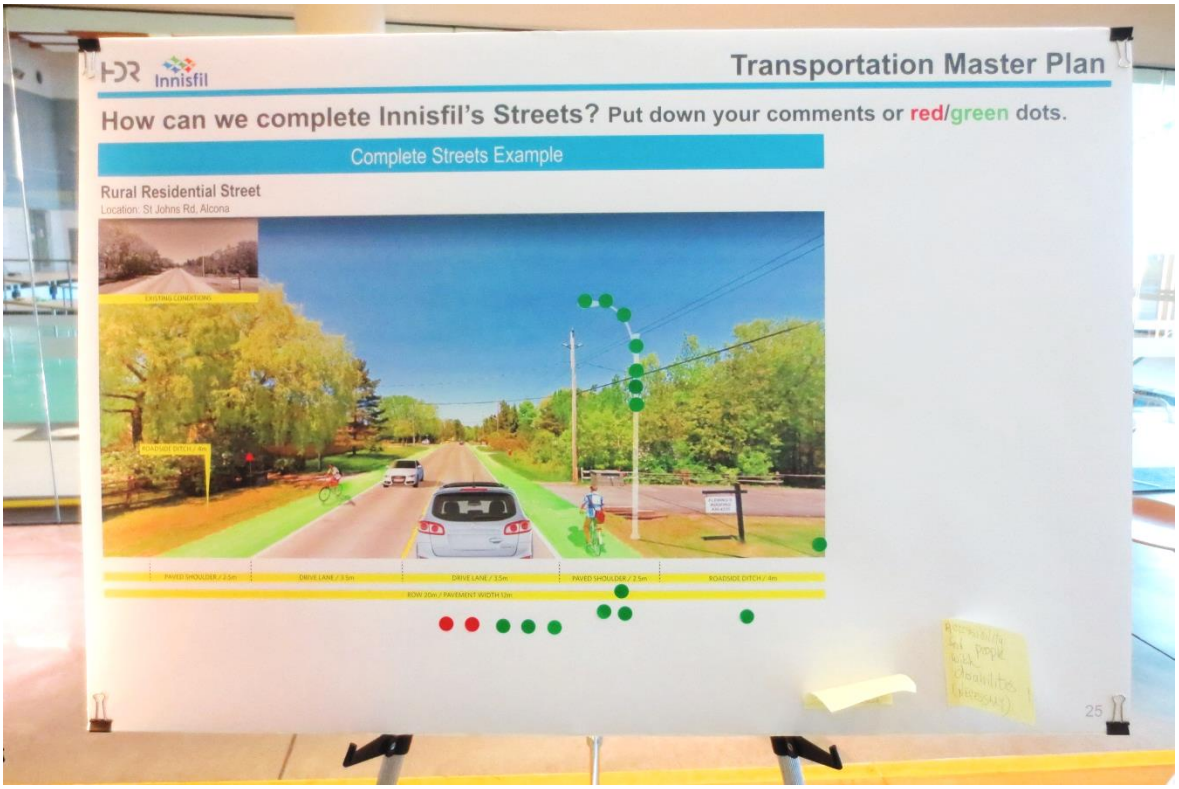

Exhibit 21: "Complete Streets – Rural Residential Street" Dots

To assist the public in visualizing how the various elements that make up a street are combined, Project Team members lead an interactive activity wherein participants could use tiles printed with common street elements to create different cross-sections for Webster Boulevard and St. Johns Road. Each individual was able to create their preferred cross-section using elements at different sizes, including: landscaped boulevards, sidewalks, bike lanes, multi-use paths, buffers, general travel lanes, and parking lanes. The activity was designed to show that trade-offs will need to be made amongst different users to create a multi-modal street where ROW is limited, and to help the project team understand what participants want for their streets**.** Photos of the activity are shown in **Exhibit 14** and **Exhibit 15**.

Exhibit 22: Webster Boulevard Cross-sections