

County Road 4
Municipal Class Environmental Assessment
County Road 4 Widening from County Road 89 (Shore Acres Drive)
To Barrie City Limits (Lockhart Road)
Public Information Centre (PIC)
February 2023



Welcome to the online Public Information Centre for the Municipal Class Environmental Assessment study for improvements to County Road 4 from County Road 89 (Shore Acres Drive) to the Barrie City Limits at Lockhart Road. On behalf of the County of Simcoe and the study team, thank you for your interest and participation in this project.

Problem / Opportunity Statement:

"Following completion of the County of Simcoe Transportation Master Plan Update, the County of Simcoe (County) has identified the need to widen County Road 4, between County Road 89 (Shore Acres Drive) and Barrie city limits (Lockhart Road) to address increasing traffic demands and to support the growth and development of the County. The addition of a multi-use trail along the study corridor will be considered as part of the planning and design of the project."

Purpose of this PIC is to:

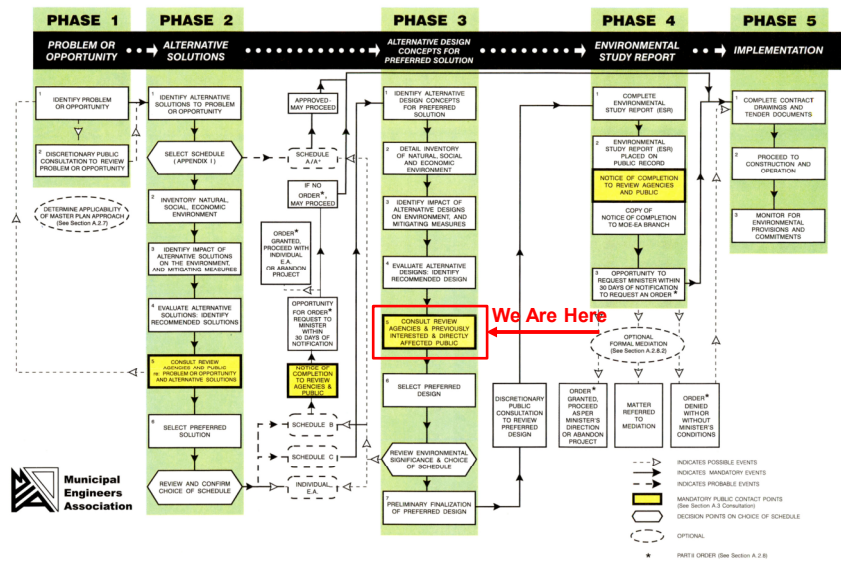
- Present the Problem/Opportunity Statement
- Provide an overview of the Municipal Class Environmental Assessment process
- Provide information on the existing environment of the Study Area
- Present the preferred solution from the Transportation Master Plan
- Present design alternatives, evaluation and preliminary preferred design concept
- Obtain input on the design alternatives and preliminary preferred design concept
- Identify next steps



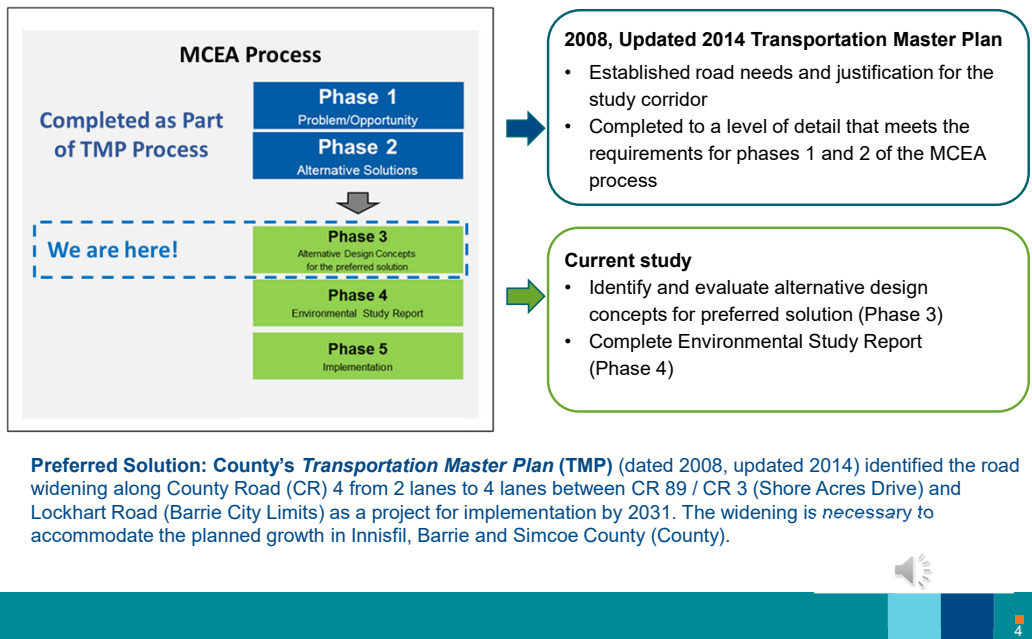
The Municipal Class Environmental Assessment Study (or EA for short) is being conducted following the 2014 County of Simcoe Transportation Master Plan Update, which identified the need to widen County Road 4 between County Road 89, also known as Shore Acres Drive, and the Barrie City limits at Lockhart Road. The widening of County Road 4 is needed to address increasing traffic demands and to support the growth and development of the County. The addition of a multi-use trail along the study corridor will be considered as part of the planning and design of the project.

This Public Information Centre will provide an overview of the EA process, present information about the Study area and the preferred solution from the completed Transportation Master Plan and present the alternative design options. It will also request your input and identify the next steps in the process. Following the presentation, we invite you to offer your comments on this project, the evaluation of the design options, and the engagement materials presented. Information on how to provide your input to this study is provided at the end of the presentation. Your input is appreciated and is considered by the study team in the evaluation of the preferred solution.

This project is being completed as a Schedule 'C' Project (Phases 1 to 4), as defined in the Municipal Engineers Association Class EA document.



The Study is being completed in accordance with the Schedule C process of the *Municipal Class Environmental Assessment process*, which is an approved process under the *Ontario Environmental Assessment Act*. An overview of the EA process is illustrated on the flow chart. The study is currently at the stage where we engage with interested parties and the public about the project and the design options considered for the preferred solution identified in the Transportation Master Plan, as highlighted in the red box under Phase 3



The updated 2014 Transportation Master Plan considers Simcoe County’s transportation needs and guides improvements throughout the County, including the County Road 4 study corridor. The Transportation Master Plan was completed to a level of detail that satisfied the requirements of phases 1 and 2 of the Municipal Class EA process. The preferred solution identified in the 2008, and updated 2014 County of Simcoe Transportation Master Plan for the County Road 4 study corridor was to widen County Road 4 from 2 lanes to 4 lanes between CR 89 / CR 3 (Shore Acres Drive) and Lockhart Road (Barrie City Limits) as a project for implementation by 2031. The widening was identified as necessary to accommodate the planned growth in Innisfil, Barrie and Simcoe County (County). The current Municipal Class Environmental Assessment study furthers the analysis completed in the TMP process.

The design concepts for the widening of CR 4 are evaluated during Phase 3 of the Municipal Class Environmental Assessment process and an Environmental Study Report will be prepared at the completion of the study. The Environmental Study Report will document the planning and decision-making process for the transportation improvements within the study corridor, as well as future works and commitments beyond this study.

The EA is guided by strategic planning documents, including:

- County of Simcoe Official Plan (Final Consolidated December 29, 2016)
- County Transportation Master Plan (TMP) (dated 2008, updated 2014)
- Simcoe County Trails Strategy (2014)
- Town of Innisfil Transportation Master Plan Update (Burnside, 2022)
- Town of Innisfil Official Plan
- Town of Innisfil Trails Master Plan (2016)
- Provincial Standards and Design Guidelines

Other related studies and design previously completed within the Study Area:

[County of Simcoe Class EA Municipal Road Project – Widening of CR4 \(from 8th Line to just north of the intersection with CR 89\) Environmental Study Report \(ESR\) - Ainley & Associates Limited \(May 2012\)](#)

[Improvements to the intersection of CR4 / CR21 \(Innisfil Beach Road\) – completed](#)

[Improvements to the intersection of 4th Line / CR4 – construction planned for 2024](#)

[Improvements to the intersection of 9th Line / CR4 – currently under design](#)

The widening of CR4, in the area of these intersections, will interface with these previously approved intersection improvements.



The County Road 4 widening Municipal Class EA is also guided by the policies and objectives outlined in other municipal planning documents which outline strategies for growth and corporate operation, such as the County of Simcoe Official Plan, the Town of Innisfil Official plan and the Town of Innisfil Transportation Master Plan Update. The EA will also have regard for policies of the provincial government through the Ministry of Transportation and other agencies. Several other studies completed within or adjacent to the study corridor will inform the CR4 EA, including the County of Simcoe Class EA for the widening of CR4 to the south of the study area, from 8th Line to CR 89, and intersection improvement studies for CR4 at the intersection of Innisfil Beach Road, 4th Line and 9th Line intersections.



The Study Area includes County Road 4, also known as Yonge Street, between County Road 89 (Shore Acres Drive) and Barrie city limits (Lockhart Road).

- Two-lane controlled-access primary arterial roadway
- Turning lanes and passing/climbing lanes in select areas
- Carries large volume of commuter traffic and recreational traffic through the Township of Innisfil
- Approximately 13.5 kilometers
- City of Barrie immediately to the north of the Study Area.
- Four settlement areas within the Study Area corridor include Stroud, Municipal Civic Campus (Barclay), Churchill and Fennell's Corners with residential, commercial and institutional land use.
- Go Bus stops within the corridor
- A total of 10 watercourse crossings in the Study Area.
- A mix of forests, woodlands, wetlands, riparian, meadows and pastures are within the remainder of the Study Area adjacent to the road ROW.

The corridor contains agricultural and anthropogenic land use including rural residential properties, industrial agricultural, recreational land use and a cemetery.

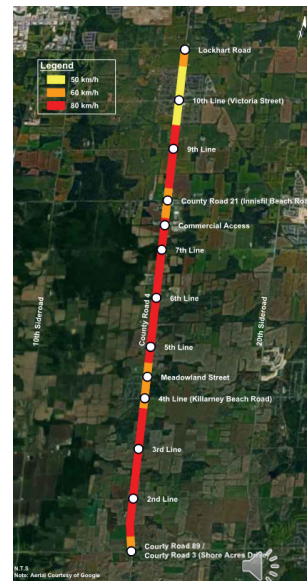


The Study Area includes approximately 13.5 kilometers of County Road 4 between County Road 89 and the Barrie City Limits. County Road 4, also known as Yonge Street, is currently a two-lane controlled-access, primary arterial road and carries a large volume of traffic commuting between Greater Toronto Area and the City of Barrie through the Township of Innisfil. Go Bus Inter-regional transit service is provided along the study corridor by Metrolinx. There are four settlement areas along the study area corridor, including Stroud, the Municipal Civic Campus, or Barclay, Churchill, and Fennell's Corners. The remainder of the study area is rural and agricultural land use, consisting of open meadows and pastures, woodlands, wetlands as well as ten watercourse crossings and roadside drainage ditches.

Traffic and Transportation

- Two-lane traffic volumes, north-south primary arterial road with controlled access and an annual average of 9,000 and 13,000 vehicles per day
- Higher posted speed limits and poor sightlines factor into traffic safety
- Large commuter and recreational traffic volumes during summer months
- Gravel shoulders on both sides
- Posted speed limits from 60km/hr to 80km/hr

Existing Posted Speeds



The selection of a preferred design option for the widening of CR4 in the Study Area corridor is determined through an evaluation of design options relative to the impact of the options on the existing conditions. The existing conditions are separated into the technical, socio-cultural, financial and natural environment of the Study Area. The following slides provide a summary of the existing conditions in the Study Area for these environments.

CR4 within the Study Area is a two-lane, north-south primary arterial road with controlled access. The posted speed limit varies from 60 km/hr to 80km/hr and an annual average of 9,000 to 13, 000 vehicles per day travel along the study corridor.

Existing Intersections

- Eighteen intersections along the Study corridor
- Driveways along corridor provide access to residential and commercial properties
- Existing traffic signals at Lockhart Road, Lynn Street, 10th Line (Victoria Street), CR21 (Innisfil Beach Road) and CR89/CR3 (Shore Acres) intersections with CR4
- Intersection improvements are currently being designed for the 9th Line intersection (2-lane roundabout) and 4th Line intersection (turning lanes and storage lane)

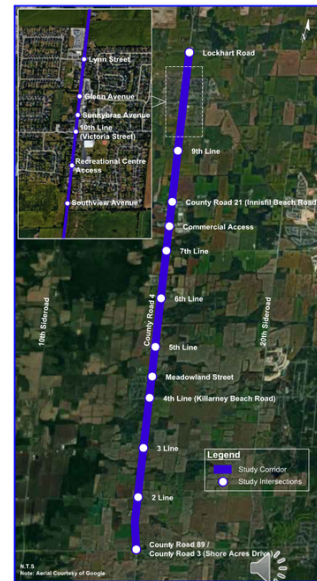
Utilities and Infrastructure

- Buried and aerial telecommunications, hydro and buried gas

Storm Water

- Open ditch and culverts, curb and gutter in settlements

Existing Intersections



As an arterial road, the purpose of County Road 4 in the Study Area is to move large volumes of traffic through the County and to link with other municipal and regional roads to provide an effective transportation network. The Study Area corridor has eighteen intersections. Existing traffic signals are present at Lockhart Road, Lynn Street, 10th Line (Victoria Street), CR21 (Innisfil Beach Road) and CR89/CR3 (Shore Acres) intersections. The remaining intersections are stop controlled intersections. Design is currently underway for intersection improvements at the 9th Line intersection and 4th Line intersection. Driveways along the corridor provide access to residential and commercial properties.

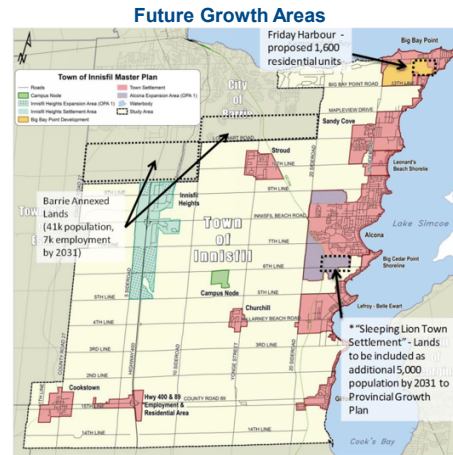
Buried and overhead utilities, such as hydro and gas are present along the corridor. Stormwater is collected in open ditches and culverts along the study corridor as well as by curb and gutter in settlements.

Future Traffic Forecasts

- Future traffic conditions in the Study Area were reviewed for the horizon years of 2041 and 2051
- Future traffic conditions were based on historical traffic growth on study roads, traffic from planned future developments and any planned road network connections and improvements

Future Traffic Capacity

- Arterial roads provide traffic mobility for through traffic as well as local access.
- A capacity of 1,000 vehicles/hour per lane is recommended to maintain the road function in this area.
- Future increase in traffic will exceed recommended lane capacity resulting in reduced travel speed, increased travel delays and delays for turning movements at stop-controlled intersections
- Link capacity (at Lockhart, 10th Line, CR21 and 2nd Line) are forecasted to operate over capacity by 2041.
- Several remaining links are forecasted to operate over capacity by 2051



Source: Innisfil Town-Wide Water and Wastewater Master Servicing Plan

Planned developments are a major contributor to the growth in the greater Study Area



Future traffic conditions in the Study Area were reviewed for the years of 2041, and 2051. The future traffic conditions were developed based on historical traffic growth on study area roads, traffic from planned future developments and any planned road network connections and improvements. the projected increase in traffic is expected to exceed the recommended lane capacity of 1000 vehicles per hour travelling in a single direction. Less capacity reduces travel speeds and increases delays travelling along the Study Area corridor. Less capacity also results in long delays to turn on to, or from the stop-controlled intersections, with the potential for collisions as motorists accept shorter gaps to complete turns.

Active Transportation

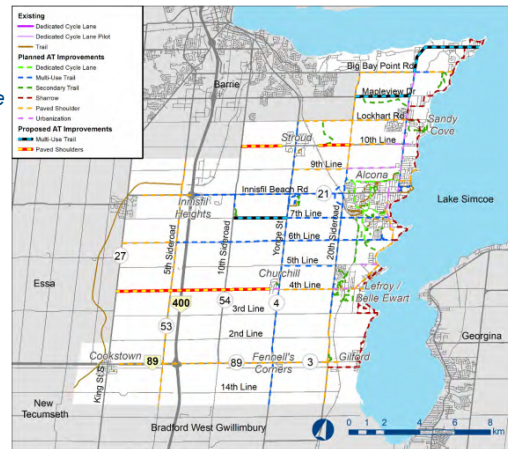
- Active transportation facilities include the existing sidewalk network, which primarily serves the residential communities (i.e., Churchill and Stroud).

The Town of Innisfil's *Transportation Master Plan Update* (Burnside, 2022) identified CR4 as a corridor for a recommended multi-use trail.

Growth Estimate (Transportation Study)

- GO Bus transit route (Barrie / Toronto link). Transit stops in the Stroud, Barclay, Churchill and Fennel Corners settlement areas.
- Innisfil Transit (Uber and Barrie Taxi partnerships) is an on-demand ride hailing service. Key destinations include: Innisfil Rec Complex/Town Hall, GO bus stops along CR4 and Barrie South GO station
- CR4 is at risk of increased congestion due to the anticipated growth in southern Barrie and northern Innisfil.
- According to the TMP, it is projected that the Town of Innisfil and City of Barrie population will grow to approximately 68,000 and 253,000 people by 2041, respectively.

Proposed Active Transportation Network



Source: Town of Innisfil Transportation Master Plan, 2022. Active Transportation Recommendations

Active transportation facilities within the study corridor include the existing sidewalk network, which primarily serves the residential communities (i.e., Churchill and Stroud). Outside of these communities, the roadway has gravel shoulders. The Town of Innisfil Transportation Master Plan Update recommends a multi-use trail within the study corridor. Go Bus Inter-regional transit service is provided along the study corridor with stops in Stroud, Barclay, Churchill and Fennel Corners communities. Municipal transit service is provided through partnerships with Innisfil Transit and Uber and Barrie Taxi as an on-demand ride hailing service. According to the Transportation Master Plan, the Town of Innisfil and the City of Barrie will experience a population growth to approximately 68,000 and 253,000 people respectively by 2041. County Road 4 is at risk of more congestion due to the anticipated growth in the area.

Land Use

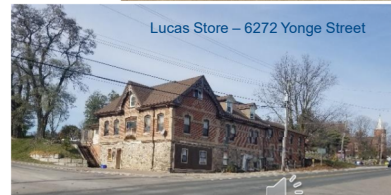
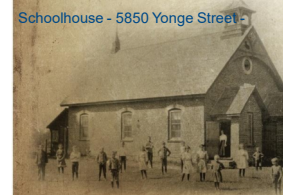
- Study area falls within both the Nottawasaga Valley Conservation Area (NVCA) and Lake Simcoe Region Conservation Authority (LSRCA)
- Primarily agricultural, rural residential land use with settlements.
- One of the main access routes to future developments in the area.
- Provides a parallel route to Hwy 400 and alternative to commuters and recreational traffic in summer months

Archaeological Resources

- Stage 1 archaeological study determined that 12 previously registered archaeological sites are located within 1 km of the study area.
- Stage 2 archaeological assessment (test pit/pedestrian survey at 5 m intervals) is required prior to any construction activities, if areas are impacted.

Cultural Heritage

- Rural land use history dating to early 19th century.
- 10 known and 22 potential Cultural Heritage Resources
- 8 Built Heritage Resources (BHRs) & 24 Cultural Heritage Landscapes (CHLs)



(Source: Cultural Heritage Resource Assessment, ASC December 2020)

The Study Area includes land use designated in the Simcoe County Official Plan as settlement, agricultural and greenlands. The Town of Innisfil official plan identifies the lands in the study area as primarily agricultural with key natural heritage features and settlement areas. County Road 4 provides a parallel route to Highway 400, and an alternative to commuters and recreational traffic, as well as one of the main access routes to future developments in the area.

The Study Area has a rural land use history dating to the early 19th century. Known and potential Cultural Heritage features are present along the corridor. The Stage 1 archaeological assessment determined that parts of the Study Area have archaeological potential and will require Stage 2 archaeological assessment prior to any construction activities. The extent of potential impacts will be determined during the detailed design stage of the project.

Vegetation Communities

- wetland, pasture, treed, woodland, open aquatic areas

Potential Habitat

- Potential wildlife habitat may be suitable for species adapted to an urban environment such as squirrel, chipmunk, raccoon, bird species etc.
- Habitat for Species at Risk limited as a result of ongoing disturbance and maintenance of vegetation adjacent to CR4
- Preferred habitat may be present within the Lover's Creek Swamp Complex to the east and west of the Study Area and woodlands to the west of CR4

Aquatic Habitat

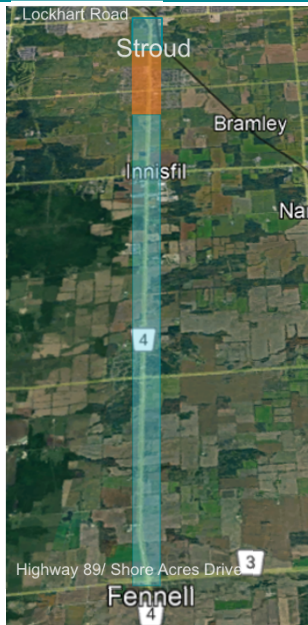
- Lover's Creek is regulated by Lake Simcoe Region Conservation Authority (LSRCA)
- 9 of the 10 watercourses that cross CR4 are all capable of providing seasonal or permanent fish habitat.



(Source: County of Simcoe Official Plan: November 25, 2008. Schedule 5.2.2: Streams and Evaluated Wetlands)



The assessment of the natural environment was completed through field investigation to characterize the vegetation communities and the potential for habitat of Species at Risk in the Study Area. The Study corridor has a mix of wetland, pasture, treed and open aquatic areas in addition to residential and recreational areas. Vegetation communities observed in the Study Area are considered to be relatively common in Ontario. Drainage ditches are present adjacent to CR4. Nine of the ten watercourses that cross CR4 are considered to provide habitat for fish. The Study Area is located along the watershed boundary of the Lake Simcoe Region Conservation Authority and the Nottawasaga Valley Conservation Authority watersheds. Lover's Creek Swamp Complex, a provincially significant wetland, is regulated by the Lake Simcoe Region Conservation Authority. Potential wildlife habitat may be suitable for species adapted to an urban environment such as squirrel, chipmunk, raccoon, and several bird species. Habitat for Species at Risk is anticipated to be limited as a result of ongoing disturbance and maintenance of vegetation within the Study Area. Preferred wildlife habitat may be present within the Lover's Creek Wetland Complex and within the woodlands and unevaluated wetlands adjacent to the Study Area. Lover's Creek may provide potential connection through the study corridor between these areas.



The review of the County Transportation Master Plan (updated 2014) highlighted the need for further consideration of alternative design concepts for the urban section of the study corridor, specifically Stroud, due to the unique features of the settlement area.

Some of the features unique to Stroud include:

- density of intersections and driveways
- proximity of building structures to the road right-of-way
- lower speed limit, and
- greater density of population and services.

The review of the 2014 Master Plan Update and its recommended solution to widen the study corridor, highlighted the need for further consideration of alternative design concepts for the urban section within the study corridor, specifically Stroud, due to the unique features of the settlement area compared to the rural areas within the study corridor. Some of the features unique to Stroud include the density of intersections and driveways, the proximity of building structures to the road right-of-way, lower speed limit and greater density of population and services.

Urban Design Options:

- Widen to 4 Lanes**
 - with Multi-use Trail and Sidewalk One Side
 - with Sidewalk Both Sides (no Multi-use Trail)
- Widen to 3 Lanes (Centre Turn Lane)**
 - with Multi-use Trail and Sidewalk One Side
 - with Bike Lanes and Sidewalks Both Sides

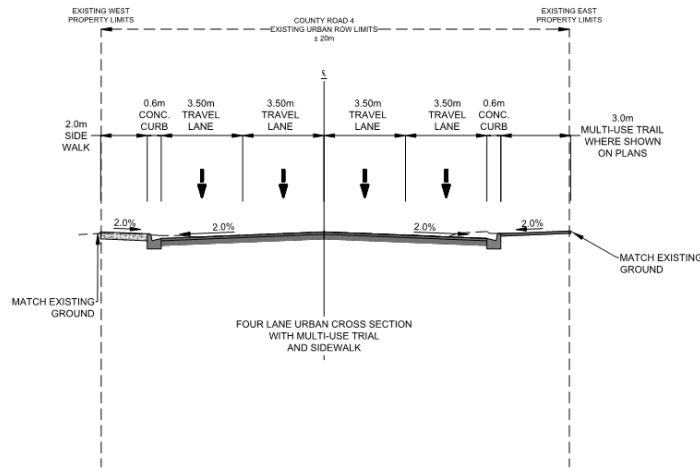
Design considerations include, but are not limited to:

- Available Right-of-Way space
- Minimizing impact to existing driveways, structures/buildings
- Minimizing impact to trees and heritage resources
- Maintaining adequate boulevard space for waste collection and snow storage
- Safety and accessibility of cyclists and pedestrians
- Minimize impact to utilities

Design options for the urban area of Stroud that address the road widening to maintain traffic flow and consider active transportation include: 1) Widen to 4-lanes with active transportation, including a multi-use trail and sidewalk on one side, or sidewalk on both sides, with no multi-use trail, or 2) Widen to 3 Lanes with active transportation, including a multi-use trail and sidewalk on one side, or bike lanes and sidewalks on both sides.

The design concept will consider the available right of way space and boulevard space, potential impact to driveways and adjacent features such as existing structures. It will take into account existing utilities, natural features, the safety and accessibility of cyclists and pedestrians. In the next phase of the Schedule C EA, the preferred design concept for the urban section of CR4 will be confirmed.

Urban Design Option 1A: Widen to 4 Lanes with Multi-use Trail and Sidewalk One Side

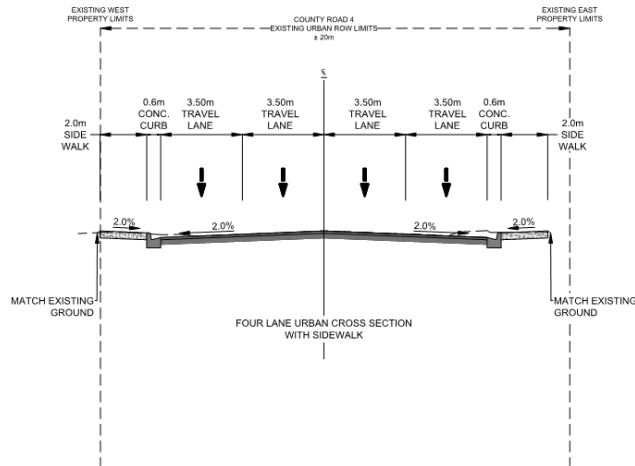


- Widen the road to 4 lanes in urban segments
- Multi-Use Trail (3.0 m) on one side
- Sidewalk (2.0 m) on one side
- Barrier Curb on both sides
- No parking on road
- Relocate utilities, where required
- Property acquisition anticipated



The urban design option 1A features a four-lane road section with two 3.5m wide travel lanes in each direction with a 2.0m wide sidewalk on one side of the road and a multi-use trail 3.0m wide on the other side of the road. Roadsides would include barrier curb. Parking would not be permitted on the road. Roadside utilities would be relocated as required to accommodate the reconstruction. Property acquisition is anticipated for road widening.

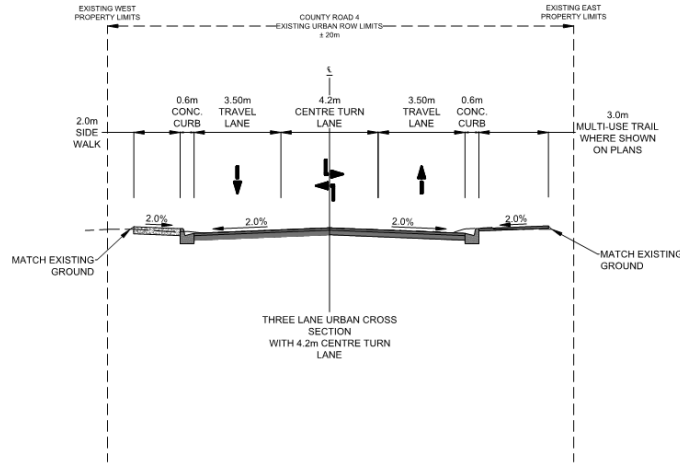
Urban Design Option 1B: Widen to 4 Lane with Sidewalk Both Sides (no Multi-use Trail)



- Widen the road to 4 lanes in urban segments
- Sidewalk (2.0 m) on both sides
- Barrier Curb on both sides
- No parking on road
- Relocate utilities where required
- Property acquisition anticipated



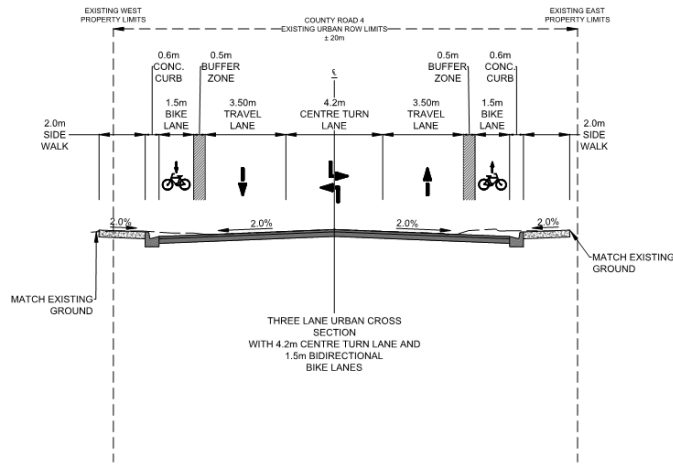
The urban design option 1B, widen to 4 lanes with sidewalk on both sides includes two 3.5m wide travel lanes in each direction with a 2.0m wide sidewalk on both sides of the road. This option does not include a multi-uses trail. Roadsides would include barrier curb. Parking would not be permitted on the road. Roadside utilities would be relocated as required to accommodate the reconstruction and property acquisition is anticipated for road widening.



- Centre two-way left turn lane (4.2 m)
- Multi-Use Trail (3.0 m) on one side
- Sidewalk (2.0 m) on one side
- Barrier Cub on both sides
- No parking on road
- Relocate utilities, where required
- Limited property acquisition anticipated



The urban design option 2A , widen to 3 lanes with a multi-use trail and sidewalk on one side of the road includes one 3.5m wide travel lane in each direction with a 4.2m wide centre turn lane. A 2.0m wide sidewalk is located on one sides of the road and a multi-use trail on the other side. Roadsides would include barrier curb. Parking would not be permitted on the road. Roadside utilities would be relocated as required to accommodate the reconstruction and some limited property acquisition is anticipated for road widening.



- Centre two-way left turn lane (4.2 m)
- Bike lanes (1.5 m lane with 0.5 m buffer) in both directions
- Sidewalk (2.0 m) on one side
- Barrier Cub on both sides
- No parking on road
- Relocate utilities, where required
- Limited property acquisition anticipated



The urban design option 2B , widen to 3 lanes with bikes lanes and sidewalk on both sides of the road includes one 3.5m wide travel lane in each direction with a 4.2m wide centre turn lane. 1.5m wide bike lanes are located on both sides of the road, separated from the vehicle travel lanes by a 0.5m wide buffer zone. A 2.0m wide sidewalk is located on both sides of the road. Similar to all options, roadsides would include barrier curb, and parking would not be permitted on the road. Roadside utilities would be relocated as required to accommodate the reconstruction and property acquisition is anticipated for road widening.

The design options for road widening in the urban area of the study corridor are evaluated at a high level relative to each other against a set of criteria. Criteria are provided below under each of the project environments:



Natural Environment

- Potential to impact vegetation
- Potential impact to wildlife habitat and habitat of species at risk
- Potential impact to water resources and drainage
- Potential climate change impact and resilience



Socio-Cultural Environment

- Potential to impact heritage resources such as archaeology and cultural heritage
- Nuisance impacts such as noise, visual impact, construction impacts
- Land acquisition needs, impacts to driveway access
- Conformity to municipal and agency policy
- Level of service for local residents and business, impact to municipal services
- Active Transportation connectivity and safety



Financial Environment

- Estimated capital costs
- Estimate operation and maintenance costs
- Property acquisition costs



Technical Environment

- Level of service/ traffic congestion
- Operational safety, roadside safety
- Design constraints, utility impacts,



The impacts of the urban design concepts are evaluated against the inventory of the natural, social/cultural, financial and technical environment of the Study Area, including possible mitigating measures. A summary of the criteria is provided under each environment category. The criteria was developed following a review of the existing conditions in the Study Area.

Key considerations in the development and evaluation of the alternative solutions for the Study Area include;

- The Potential impact to existing natural features
- Minimizing encroachment on private property and the potential for land acquisition,
- Maintaining access to property,
- Consideration of pedestrians and active transportation along the corridor
- Working within existing planning policy and regulations
- Maintaining traffic flow and connection in the County as well as providing capacity for future growth and traffic,
- Maintaining effective storm drainage
- The potential impact to utilities, and
- Consideration of community and agency input.

Criteria for Evaluating Alternatives	1) Widen to 4 Lanes		2) Widen to 3 Lanes (Centre Turn Lane)	
	1A) with Multi-use Trail and Sidewalk One Side	1B) with Sidewalk Both Sides (no Multi-use Trail)	2A) with Multi-Use Trail and Sidewalk One Side	2B) with Bike Lanes and Sidewalks Both Sides
Natural Environment				
Socio-Cultural Environment				
Financial Factors				
Technical Factors				
Overall Summary	Somewhat Preferred	Most Preferred	Most Preferred	Least Preferred

Order of Preference:

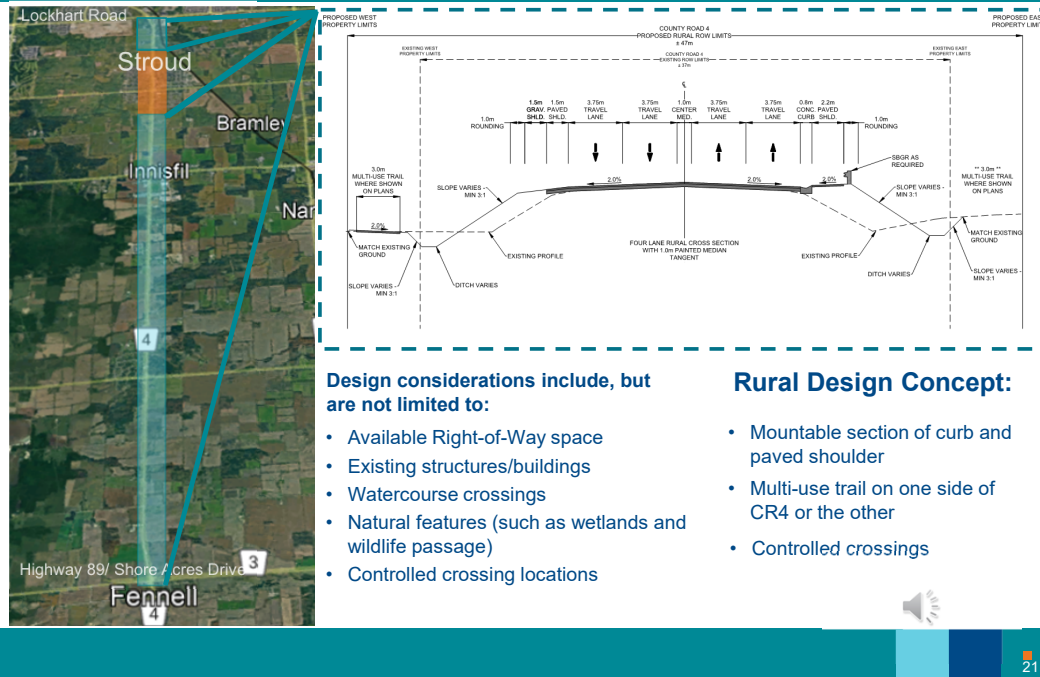
Most Preferred More Preferred Somewhat Preferred Less Preferred Least Preferred



The design options are compared to each other based on the level of anticipated impact for each of the environments of the urban section of the study area. A ranking from most preferred to least preferred is applied based on the level of anticipated impact for each criterion, with an empty pie representing the least anticipated impact, and therefore most preferred, to a full pie representing the greatest anticipated impact, and therefore least preferred. The table provides a summary of the Evaluation of Urban Design Options as an average range under each environment category. The evaluation leads to the identification of a preliminary preferred urban design concept.

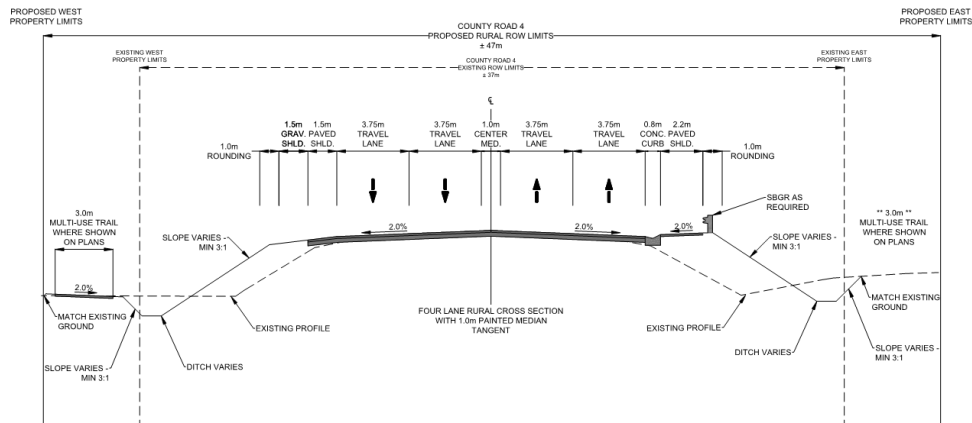
Each of the alternatives is anticipated to have some impact on the natural environment with road widening, including removal of some urban trees and associated potential habitat. Option 2A is preferred under the socio-cultural environment as a centre turn lane will improve traffic flow and safety of turning movements. This option is not anticipated to require property acquisition and is anticipated to have the least impact on available boulevard space and cultural heritage resources adjacent to the study corridor. Option 2A, along with Option 1B, are anticipated to have moderate costs, compared to the moderate to high costs anticipated with the other options. Widening to 4 lanes is preferred under the technical environment as both options 1A and 1B will accommodate future traffic volumes and provide opportunity for intersection improvements.

Options 1B, widen to 4 lanes with a sidewalk on both sides as well as Option 2A, widen to 3 lanes with a multi-use trail and sidewalk on one side, are both preliminary preferred options for the urban area of the study corridor. In the next phase of the Schedule C EA, the design concept, implementing the combination of preferred options for the urban section of CR4, will be confirmed.



The widening of County Road 4 to 4 lanes in the rural areas of the study corridor will be completed as part of implementing the preferred solution of the Transportation Master Plan and will include a separated multi-use trail. This will maintain acceptable capacity for future traffic volumes as well as improved travel time and traffic flow.

The design concept for the alignment of the road widening and location of the multi-use trail will consider the available right of way space and controlled trail crossing locations. In some locations the rural design concept will include the mountable curbs and paved shoulder, the location of the multi-use trail on one side of CR4 or the other, and the location of controlled crossings, based on the existing road right-of-way width and condition, topography and design constraints, and adjacent features such as existing structures and natural features. In the next phase of the Schedule C EA, the preferred design concept for the rural section of CR4 will be confirmed.

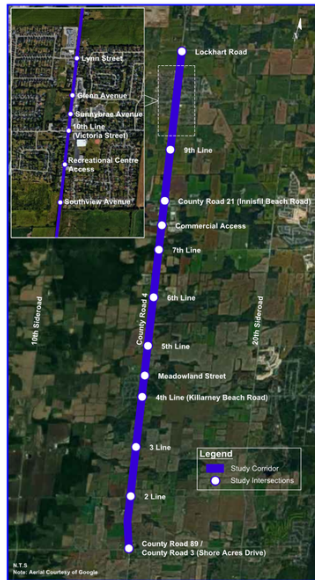


- Widen the road to a 4 lanes in rural segments
- Painted center median (1.0 m)
- Multi-Use Trail (3.0 m) on one side
- Intermittent sections of mountable curb and paved shoulder
- Reconstruct ditches
- Relocate utilities, where required
- Property acquisition anticipated
- Intersection improvements
- Controlled crossings



The rural design concept will widen to 4 lanes with multi-use trail, including two 3.75m wide travel lanes in each direction . The posted speed limit is anticipated to remain in the same. The rural section of the road will include a 1.0m wide painted centre median and sections of mountable curb with paved shoulders in select areas. An off-road multi-use trail adjacent to CR4 would be utilized for active transportation along the study corridor with controlled crossings. Roadside ditches would be reconstructed and culverts would be repaired or replaced as needed, with consideration of wildlife passage. Roadside utilities would be relocated as required to accommodate the reconstruction. Property acquisition is anticipated for road widening and to acquire the minimum required right-of-way width, as outlined in the County’ Official Plan.

Existing Intersections



Recommended improvements to select intersections within the study corridor include:

- additional turning lanes,
- signal timing optimization, and
- increase storage length for vehicles at intersections that are experiencing operational concerns.

Improvements are recommended in the existing and medium term, to the year 2041 and 2051

Intersection along CR 4	Options			Details
	Turning Lanes	Signal Timing Optimization	Increased Storage Length	
Lynn Street / CR4			2051	Increase northbound left turn storage length to 55m
10 th Line (Victoria Street) / CR4		2051		Increase the cycle length to 105 sec and optimize the splits

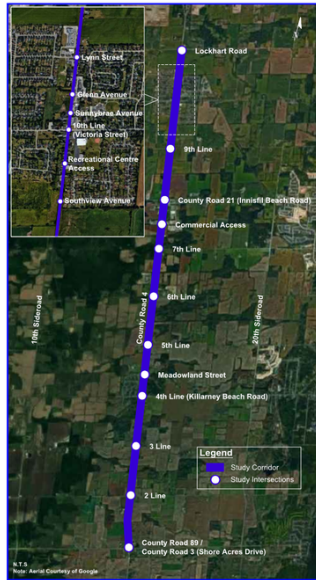


Traffic operations at intersections within the study corridor will generally improve with the 4 - lane road widening. A traffic operations analysis for existing conditions indicated that most traffic movements at intersections in the study corridor are operating with excess capacity and a level of service E or better, along with vehicle queues within respective storage lengths.

Recommended improvements to select intersections within the study corridor include additional turning lanes, signal timing optimization and increase storage length for vehicles at intersections that are experiencing operational concerns. Improvements are recommended in the existing and medium term, to the year 2041 and 2051.

Two intersections in Stroud are recommended for improvements by 2051. Increase storage length for the north bound left turn lane is recommended for the intersection of CR4 and Lynn Street and signal timing optimization is recommended for the intersection of CR 4 and 10th Line (also known as Victoria Street).

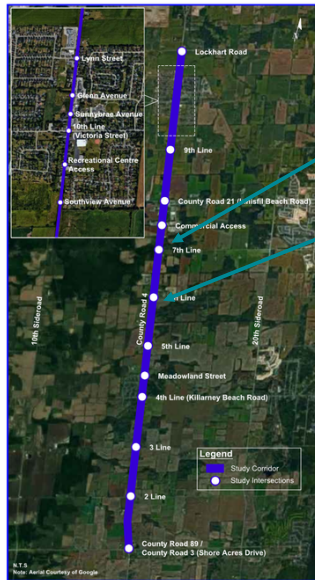
Existing Intersections



Intersection along CR 4	Options			Details
	Turning Lanes	Signal Timing Optimization	Increased Storage Length	
CR21 (Innisfil Beach Road)		Medium term to 2041, 2051		2041-Optimize signal timing splits for both peak periods 2051- optimizing the cycle length and splits
Commercial Access	2041			Westbound right turn lane, assumed 45 m storage length
5 th Line	2041			Southbound left turn lane, 30 m storage length Left and right turn lanes on east and west approach. Assumed 30 m and 15 m storage lengths, respectively Traffic signals may be considered as an improvement beyond 2051
4 th Line	2041			Right turn lanes on east and west approach. Assumed 15 m storage length Traffic signals may be considered as an improvement beyond 2051
CR89 / CR3 (Shore Acres Drive)		2041, 2051	2041	Optimize signal timings for peak periods 2041-Cycle length increased to 120 sec and 85 sec during the AM and PM peak periods, respectively, splits to be optimized Increase northbound and eastbound right turn storage length to 30m 2051-Cycle length to be increased to 135 sec and 105 sec during the AM and PM peak hour, respectively Add northbound left-turn phase

The addition of turning lanes are recommended by 2041 at three of the intersections in the rural section of the study corridor, including the Commercial Access, located south of Innisfil Beach Road, the intersection of CR 4 and 5th Line and the intersection of CR4 and 4th Line. Signal Timing Optimization is recommended at the intersection of CR4 and Innisfil Beach Road in the medium term to 2041 and 2051 and the intersection of CR4 and CR89 (also known as Shore Acres Drive) by 2041 and 2051. This intersection at the south limit of the study corridor, is also recommended for increase storage length by 2041.

Existing Intersections



7th Line / CR4
 By 2041-eastbound and westbound movements will exceed capacity during peak hours with >2 min delay.

6th Line / CR4
 Currently-eastbound and westbound movements exceed capacity during peak hours with > 2 min delay.

Intersection Design Options:

- 1. Traffic Signals**
 Assumed semi-actuated uncoordinated signal, optimized cycle length and splits during AM and PM peak periods. Turning lanes as required.
- 2. Roundabout**
 Assumed 2 - lane roundabout to interface with the 4 - lane widening

Design considerations include, but are not limited to:

- Available Right-of-Way space
- Minimizing impact to existing driveways, structures/buildings
- Minimizing impact to trees and heritage resources
- Safety and accessibility of cyclists and pedestrians
- Minimize impact to utilities
- Future operation and transportation needs
- Cost



The traffic operations analysis for existing and future traffic conditions in the study corridor indicated the intersection of 6th Line and CR4, and the intersection of 7th Line and CR 4 required further consideration of intersection design options to improve capacity and operational delays, including Option 1) install a Traffic Signal or Option 2) install a Roundabout. By 2041, traffic movements at both the 6th and the 7th Line intersections will exceed capacity during the afternoon peak hour with a greater than 2 minute delay. The design concept for these intersections will consider the available right of way space and minimize impact to adjacent property and utilities, as well as natural features and heritage resources. The safety and accessibility of cyclists and pedestrians and future operation and transportation needs will be considered along with cost. In the next phase of the Schedule C EA, the preferred design concept for the intersection of CR4 and 7th Line and CR4 and 6th Line will be confirmed.

Town of Innisfil and InnServices Staff will identify any future infrastructure improvements or upgrades required in the study area corridor right-of-way. The County will work with Town staff to identify any aged infrastructure for replacement as well as upgrades/extensions identified in the Towns master plans.

Accommodations may include:

- Installing Town Infrastructure in the Boulevard prior to road construction
- Installing Town Infrastructure as part of the road construction
- Preserving ROW space for future Town Infrastructure projects



Watermain Replacement



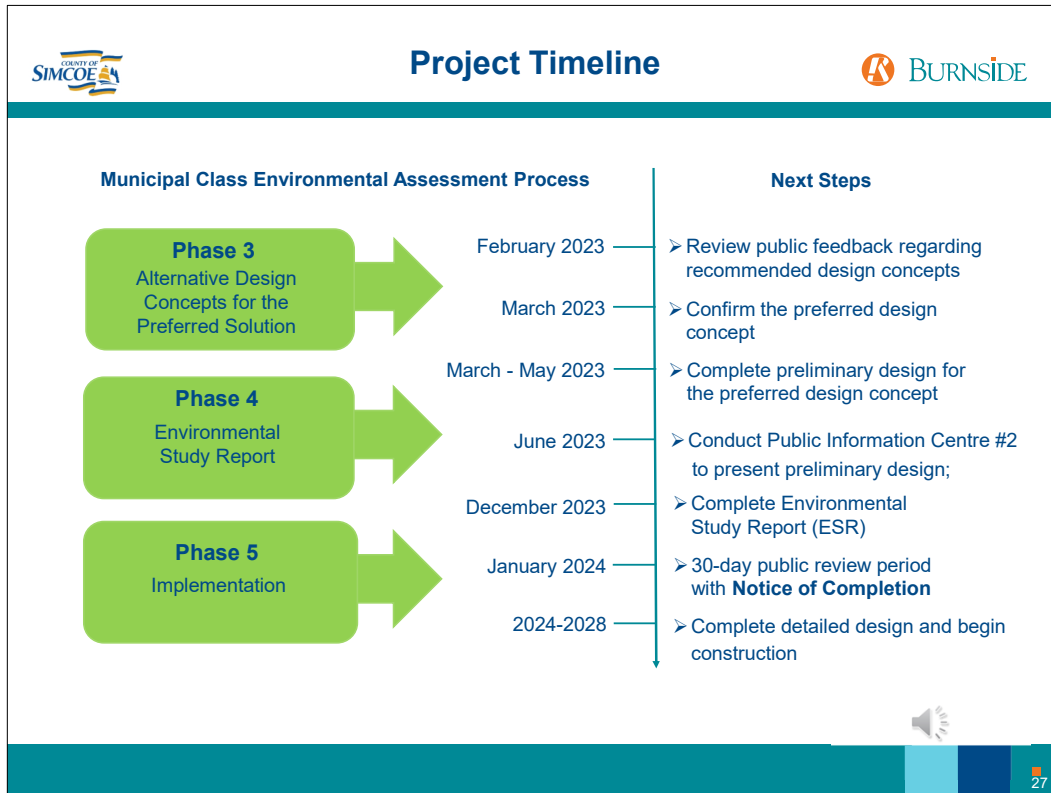
Sewer Construction



The County Road 4 reconstruction will also include provision for replacing or extending Town of Innisfil infrastructure, as necessary. Future infrastructure improvements will be identified in consultation with the Town of Innisfil and InnServices staff.

Accommodations may include:

- Installing Town Infrastructure in the Boulevard prior to road construction
- Installing Town Infrastructure as part of the road construction
- Preserving ROW space for future Town Infrastructure projects



Following the input received from the Online Open House #1, the Study Team will confirm the Preferred Design Concept. The next step is to develop the preliminary design for the preferred concept and present the preliminary design at Public Information Centre #2. At the conclusion of the EA process, an Environmental Study Report outlining the EA decision making and planning process is prepared for public review and comment for a period of 30-days following the Notice of Completion of the studies. At this time, it is anticipated that the Notice of Completion will be published in Late 2023 or early 2024, prior to being approved by the municipality and proceeding to design and implementation of the project.

Following the EA studies, a detailed design of the Preferred Design Concepts will be completed prior to construction. The year of construction is based on the County’s Capital Plan and currently the planned construction schedule is to commence with site preparation and utility relocation in 2026 with full road reconstruction planned to begin in 2028. The County’s capital plan is reviewed and approved by Council annually.



Thank you for participating



Help shape decisions made in this Study

- Please complete the comment form available on the County's website at the link provided.
- Information materials about the study will be made available online at <https://www.simcoe.ca/dpt/trs/roads-projects> for review and comment until **March 16, 2023**.
- A summary of your written comments along with responses to comments received by March 16, 2023 will be provided in a Public Information Centre Summary report posted on the project page of the County's website.

If you would like more information or if you have any questions or concerns please contact:

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Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.



Thank you for participating in this Public Information Centre. We ask that you help shape the decisions made as part of this study by encouraging you to complete the comment form available on the County's website at the link provided. The presentation materials will be available on the project webpage for review and comment until **March 16, 2023**. Responses to comments received by **March 16, 2023**, will be provided in a Public Information Centre Summary report along with a summary of your written comments and posted on the County project webpage. We appreciate your input and look forward to receiving your comments.