

Mayor Lehman and Members of Council

As a long-term resident, and member of the Allandale Neighbourhood Association I am here tonight to address several concerns with respect to the Allandale Mobility Hub Feasibility Study.

Prior to the release of this report on June 11th Transit Staff, Councilor Khan and 6 residents did attend a meeting to answer some of our questions, and I did have an opportunity to have a discussion with Mayor Lehman last week and would like to take the time to Thank you all.

This was a huge report with over 320 pages to read through touching on many subjects.

One of **the most important issues for the public**, was passed on consent... with out a word or question? How does that happen? I expected more from my Councilor specifically... and thought someone would hold to discuss. Even if all your questions were answered by staff prior to the meeting this topic is in the public realm.

I will touch base on Design, Traffic, Parking, Security and Cost/Finance.

The overall design concept of the building itself is very attractive and if approved we hope it looks like and uses material in keeping with the character of the Historic Train Station building.

I am not convinced that moving the hub to Allandale is a wise or prudent move.

Given the current traffic volumes in and around Lakeshore/Tiffin and Essa/Bradford and Tiffin.

Although a traffic analysis was completed during small window of time in February 2018, this is not reflective of actual pedestrian or vehicular traffic. On any given day.

In the consultant's report comments have been made to suggest using 2015 data from Barrie Transit and additional traffic analysis that could be done during July and August of 2018. Should we not be using the most current data available for pedestrian and vehicular traffic. The June 2015 data provided by The City shows

an increase of 49% in approaching volume at Essa and Gowan during the PM peak compared to traffic counts in February 2018.

The consultant's report does speak to 9 additional buses during peak hours not making a huge difference, what of the rest of the day?

We currently see 270 buses a day into the existing platforms at the waterfront station. The additional 131 buses daily will bring our totals to 400 plus buses daily.

Go's plan envisions 28-30 % growth in local transit riders, 26-28% growth in pick/up/drop off and drive and park by 2031. Not including future growth with intensification. How many buses will we have then?

Traffic signal optimization, why aren't we doing this now? Not just at these intersections but Essa from Bryne Drive down to the Lakeshore. To improve traffic flow.

How do we **minimize traffic and parking disruptions** to our neighborhood? My understanding at this point in time, **Go has no plans to increase parking** at the Waterfront Station. Although the report indicates the potential for Metrolinx to lease land on the NW corner of Tiffin/Lakeshore.

Potential parking strategies have not been addressed. We would hate to see this area become on huge parking lot as was the potential when we were looking at the Y coming to the waterfront. Allowing private property owners to lease space could create a whole new set of problems for residents.

This plan also calls for specific interventions on the station property related to passenger pick up and drop off. This includes on street vehicular waiting area along Bayview Drive as well unspecified measures to resolve conflicts between drop off traffic and transit vehicles on the North side of the station.

We are expecting all day Go Service – how many additional buses are required to connect with the trains. Or a larger question is how many will take transit rather than a vehicle to the station. Unless bus service improves drastically, people will not get out of their cars. Active transportation in Barrie is and will be affected by weather.

When people get off the Go Train currently, where are they going? Home after a long day and 2 hr. return commute. How many get on a bus to go anywhere in the city? No numbers anywhere?

I want you to keep in mind this is a residential neighbourhood, with lots of foot traffic to the waterfront during good weather. April through November. Those two particular intersections have always been dangerous based on design.

How are we ensuring public safety? Pedestrian safety features are addressed with-in the hub but not in the surrounding intersections.

No mention of the Wayfair Bus dropping off released inmates from the Superjail. Where will they be dropped off, downtown or in our residential neighborhood? This has been a major issue for the downtown for many years. How are we dealing with this?

Prior to finalizing the potential build of the new hub, is it possible to run trials of additional buses to the site? During peak and off-peak times, in July and August? As with any project, testing is a requirement.

Currently we do not seem to have issues with folks gathering at the train station, but with a new building are opening up the area to issues you have been dealing with in the downtown. Will this become the new gathering place?

Cost of the project – Did not get reduced but increased to between 6.4 million and 9 million based on final design and unknown operation costs.

Hopefully with Dividends, Federal and Provincial Funding, Gas and Tourism dollars the city's cost will be minimal. Although some would say that money would be better spent on social programs and affordable housing.

Public engagement, of a population of approx. 150,000 people only 151 respondents answered the survey questions. 1%. What does that tell you? Does 1% even count where surveys are involved.

We currently have strong synergies with Go service. Trains come in and go out and hopefully we have buses to connect to downtown.

The existing Downtown Bus Terminal could potentially handle increased traffic by reconfiguring and adding bus platforms on Mary and Maple. If you are designing

the new hub with 11 platforms, and two on Essa, you already have those number of platforms downtown.

I have no delusions that my deputation will change any minds, but I do hope you consider some of my points and requests.

July and August 2018 traffic analysis that covers both pedestrian and vehicular traffic.

Pedestrian Safety outside the hub.

Traffic signal optimization, now rather than later to improve traffic flow.

Thank you for your time this evening.