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**TO:** GENERAL COMMITTEE

**SUBJECT:** GEORGIAN DRIVE BICYCLE LANES

**WARD:** 1

**PREPARED BY AND KEY CONTACT:** J. MACDONALD, C.E.T.  
SENIOR TRANSPORTATION OPERATIONS TECHNOLOGIST EXT. 5178

**SUBMITTED BY:** M. BANFIELD, RPP  
DIRECTOR OF DEVELOPMENT SERVICES

**GENERAL MANAGER APPROVAL:** A. MILLER, RPP  
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

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#### **RECOMMENDED MOTION**

1. That bicycle lanes be implemented along Georgian Drive between Johnson Street and Penetanguishene Road in accordance with the Transportation Master Plan.
2. That Traffic By-law 80-138 Schedule "A" "No Parking Anytime" be amended by adding the following:  

"Georgian Drive Both sides from Johnson Street to Penetanguishene Road."

#### **PURPOSE & BACKGROUND**

3. Staff in Development Services received Motion 20-A-026 regarding the feasibility of implementing a road diet along Georgian Drive between Duckworth Street and Penetanguishene Road which states:  

"That staff in the Development Services Department, Transportation Planning Branch investigate the feasibility of implementing a road diet along Georgian Drive and report back to General Committee."
4. As defined by completecommunitiesde.org, "A road diet is a roadway reconfiguration that involves narrowing or eliminating travel lanes to calm traffic and increase safety of all roadway users. A classic road diet converts a four-lane undivided roadway to a three-lane roadway with a center two-way turn lane. Road diets can also remove vehicle lanes from a roadway and reallocate the extra space for other uses or traveling modes, such as parking, sidewalks, bicycle lanes, transit use, turn lanes, curb extensions, parklets, or pedestrian refuge islands. Implementing road diets improves mobility and accessibility for all users, including pedestrians, bicyclists, and public transit riders".

5. Georgian Drive is an arterial road servicing two large regional employers (Georgian College and the Royal Victoria Hospital) connecting to Duckworth Street and Highway 400 to the west as well as Penetanguishene Drive and Highway 11 to the east.
6. Georgian College has a significant student population with a portion of that population living on campus or within reasonable distance to access the campus by active transportation or transit. Development is occurring (and planned) on Georgian Drive to provide additional housing for students. This growth is anticipated to generate an increase in active transportation trips. The Royal Victoria Hospital (RVH) is planning a significant expansion at the Georgian Drive site. This growth is anticipated to generate an increase in auto trips.
7. The City of Barrie has adopted a Transportation Master Plan (TMP). The objective of this TMP is to reduce auto-dependency and to give people increased mobility choices, focusing on active transportation.
8. The TMP has identified the need to widen Georgian Drive by 2031 to accommodate planned growth and to provide on-road cycling lanes between Johnson Street and Penetanguishene Road, as Georgian Drive west of this section already includes a multi-use path for use by both cyclists and pedestrians. The following table details the existing and proposed road configuration per recommendations in the TMP:

| Georgian Drive Segment                 | Existing No. of Lanes | Proposed No. of Lanes (Per TMP) | Existing Active Transportation | Proposed Active Transportation (Per TMP) |
|--|-----------------------|---------------------------------|--------------------------------|--|
| Duckworth Street to Governors Drive    | 4                     | 6                               | Multi-Use Path                 | Multi-Use Path                           |
| Governors Drive to Gallie Court        | 4                     | 5                               | Multi-Use Path                 | Multi-Use Path                           |
| Gallie Court to Johnson Street         | 4                     | 5                               | Multi-Use Path and Sidewalk    | Multi-Use Path and Sidewalk              |
| Johnson Street to Penetanguishene Road | 3                     | 3                               | Sidewalks                      | Sidewalks and on-road cycling lanes      |

## **ANALYSIS**

9. The feasibility of implementing a road diet on Georgian Drive was assessed as follows:

| Georgian Drive Segment              | Recommendation                            | Rationale  |
|-------------------------------------|---|--|
| Duckworth Street to Governors Drive | Not suitable for road diet implementation | <ul style="list-style-type: none"> <li>- Existing multi-use path services both pedestrians and cyclists</li> <li>- Segment exceeds vehicular capacity by 2031 (future widening identified)</li> <li>- Negatively impacts access to Georgian College / RVH</li> </ul> |

|  |   |  |
|--|---|--|
| Governors Drive to Gallie Court        | Not suitable for road diet implementation | <ul style="list-style-type: none"> <li>- Existing multi-use path services both pedestrians and cyclists</li> <li>- Segment near vehicular capacity by 2031 (future widening identified)</li> <li>- Negatively impacts access to Georgian College / RVH</li> </ul>                    |
| Gallie Court to Johnson Street         | Not suitable for road diet implementation | <ul style="list-style-type: none"> <li>- Existing multi-use path services both pedestrians and cyclists</li> <li>- Segment near vehicular capacity by 2031 (future widening identified)</li> </ul>   |
| Johnson Street to Penetanguishene Road | Recommended for road diet implement       | <ul style="list-style-type: none"> <li>- No existing AT infrastructure, TMP recommended on-road cycling lanes</li> <li>- No future widening required</li> <li>- Existing on-road space dedicated for on-road parking can be repurposed for bicycle lane or urban shoulder</li> </ul> |

10. Georgian Drive between Johnson Street and Penetanguishene Road is presently configured with one lane per direction and a two-way left turn lane (refer to Appendix "A" for location plan). The existing road platform is sufficiently wide to allow a reduction in all lane widths to accommodate bicycle lanes or urban shoulders. The implementation of either would not negatively impact traffic operations; however, bicycle lanes would require the prohibition of on-street parking.
11. As an alternative to bicycling lanes, an urban shoulder could be implemented and would not require the prohibition of on-street parking. An urban shoulder is a painted white edge line that creates a delineated area for cyclists to use that is separate from the vehicle travel lanes. An urban shoulder differs from a bicycle lane as it is not signed and marked as a bicycle lane and allows on-street parking in the urban shoulder area.
12. Consultation was undertaken with property owners directly fronting the affected segment (refer to Appendix "B" for mailout material).
13. Four (4) of the forty-four (44) property owners contacted provided a response. The four (4) respondents noted they are not in favour of implementing a road diet that will result in a loss of parking; however, they would be supportive of an option where parking is not impacted.
14. Staff recommend that bicycle lanes are implemented as the prohibition of on-street parking increases the safety of cyclists by eliminating potential for dooring (when a motorists opens their door without checking for on-coming cycling traffic resulting in a collision with the door and/or loss of control) and is consistent with the general City practice of prohibiting parking on arterial roads. Bicycling lanes are also recommended in the TMP.
15. Subject to Council approval, bicycling lane markings and associated signage ("No Parking Anytime", and bicycle signs) will be implemented in Q3 2020.
16. In order to ensure safe and efficient operation of the proposed bicycle lane, staff recommend that Traffic By-law 80-138 Schedule "A" "No Parking Any Time" be amended and add the following:

"Georgian Drive

Both sides from Johnson Street and Penetanguishene Road."

17. Barrie Police Service, Barrie Fire and Emergency Service and Municipal Law Enforcement do not oppose the recommended motion.

#### **ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

18. Implementation of active transportation infrastructure helps to encourage residents to choose non-motorized transportation modes, which in turn, helps to reduce carbon emissions.

#### **ALTERNATIVES**

19. There are two (2) alternatives available for consideration by General Committee:

|                              |   |
|------------------------------|---|
| <b><u>Alternative #1</u></b> | <p>General Committee could decide to maintain the current lane configuration along Georgian Drive between Johnson Street and Penetanguishene Road without implementing the bicycle lanes.</p> <p>This alternative is not recommended as the implementation of bicycle lanes on this road segment aligns with the TMP recommendations.</p>   |
| <b><u>Alternative #2</u></b> | <p>General Committee could decide to implement an urban shoulder and maintain on-street parking on Georgian Drive between Johnson Street and Penetanguishene Road.</p> <p>This alternative is not recommended as the implementation of an urban shoulder does not adhere with the Council endorsed TMP, reduces safety for cyclists and is generally not desirable on an arterial road.</p> |

#### **FINANCIAL**

20. The cost to implement the lane markings for the recommended bicycle lanes have been included within Contract #2020-006T for resurfacing which is anticipated to be completed in Q3 2020.
21. The cost to implement the proposed signage is approximately \$3,500 which can be accommodated in the 2020 Operating Budget.

#### **LINKAGE TO 2018-2022 STRATEGIC PLAN**

22. The recommendation included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- a) Improving the ability to get around Barrie.
23. The continuous expansion of the City's active transportation network is critical to improving mobility equity and providing a more comfortable environment for residents to utilize non-motorized transportation options.



APPENDIX "A"



## APPENDIX "B"

THE CORPORATION OF THE CITY OF BARRIE



March 11, 2020

To Property Owners/Residents:

**Re: Georgian Drive Road Diet**

The City of Barrie (the City) has received a request to review the feasibility of implementing a road diet on Georgian Drive between Duckworth Street and Penetanguishene Road. Staff are looking to incorporate this review in conjunction with planned resurfacing of Georgian Drive in 2020.

A road diet is a reallocation of excess road platform width designated for cars to other users. The City generally utilizes the excess width for implementation of bicycling lanes.

Typical road diets take an existing under utilized four (4) lane road cross-section and reconfigure the cross-section to one (1) lane per direction with a centre two-way left turn lane and bicycle lanes. This conversion requires the prohibition of on-street parking as bicycle lanes cannot operate effectively and safely when vehicles are parked on-street.

Road diets result in positive impacts for all transportation modes (motorists, cyclists, pedestrians and transit). These positive impacts include reduced vehicle speed, reduced collisions/injuries, improved mobility/access and improved livability/quality of life. The City has implemented numerous road diets within the City and have confirmed reduction in vehicle operating speeds and vehicle volumes.

Staff reviewed Georgian Drive in three (3) sections to accurately assess the feasibility of implementing a road diet, these sections are:

Section 1 - Georgian Drive between Duckworth Street and Gallie Court

Section 2 - Georgian Drive between Gallie Court and Johnson Street

Section 3 - Georgian Drive between Johnson Street and Penetanguishene Road

Section 1 and 2 are not feasible as traffic volumes exceed the capacity of a three (3) lane cross-section and there is currently a multiuse trail along the south side of Georgian Drive which can be used by cyclists.

Section 3 (Georgian Drive between Johnson Street and Penetanguishene Road) is feasible for a road diet. This section of Georgian Drive is presently configured with one lane per direction and a two-way left turn lane. The existing road platform is sufficiently wide to allow a reduction in lane widths to accommodate bicycle lanes adjacent to the curbs. Implementation of the road diet would require the



removal of on-street parking along both sides of the roadway to ensure safe and efficient operation of the bicycle lanes.

If you have any comments and/or concerns regarding these changes, please contact Mr. Justin MacDonald at (705) 739-4220, extension 5178, fax (705) 739-4235 or e-mail [justin.macdonald@barrie.ca](mailto:justin.macdonald@barrie.ca) on, or before, **April 3, 2020**.

Yours truly,

THE CITY OF BARRIE

A handwritten signature in blue ink that reads "J. MacDonald".

Justin MacDonald, C.E.T.  
Senior Transportation Operations Technologist

cc: Councillor C. Riepma, Ward 1







## Georgian Drive Road Diet Investigation

**Name of Respondent:** (Please Print)

**Representing:** (Agency, Municipality, Property Owner, Tenant, etc.)

**Mailing Address:** (Including Postal Code)

**Telephone Number:**

**Email Address:**

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**Please add me to the contact list to receive updates on this project and notices.**

Staff are currently conducting an operational and safety review of Georgian Drive between Johnson Street and Penetanguishene Road to determine the impacts of the proposed bicycle lanes and removal of on-street parking along Georgian Drive. This review includes roadway capacity to ensure there is not a negative impact to the level of service; collision history to determine if there are any trends; and field observations. Before a report is prepared for City Council, you are invited to express your opinion on this matter. Please take a moment to provide any comments or concerns you may have and return it to this office.

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Please submit this Comment Sheet by **April 3, 2020** to:

Mr. Justin MacDonald, C.E.T  
City of Barrie  
City Hall  
70 Collier Street, P.O. Box 400  
Barrie, ON L4M 4T5

Tel: (705) 739-4220, Ext. 5178

E-mail: [justin.macdonald@barrie.ca](mailto:justin.macdonald@barrie.ca)

For further information, contact the above.

*Thank you for your participation.*