
TO: GENERAL COMMITTEE

SUBJECT: 2021 CYCLING NETWORK EXPANSION – HANMER STREET EAST AND BAYVIEW DRIVE

WARDS: ALL WARDS (SPECIFICALLY 3 AND 8)

PREPARED BY AND KEY CONTACT: B. GRATRIX, P. ENG.
SENIOR PROJECT MANAGER – TRANSPORTATION PLANNING, EXT. 5117

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

RECOMMENDED MOTION

Hanmer Street East – Bayfield Street to St. Vincent Street

1. That bicycle lanes be implemented on Hanmer Street East from Bayfield Street to St. Vincent Street.
2. That Traffic By-law 2020-107 Schedule “1” “No Parking Anytime” be amended by deleting the following:

<u>Hanmer Street</u>	North side of Hanmer Street from Stanley Street to Cassandra Drive
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3. That Traffic By-law 2020-107 Schedule “1” “No Parking Anytime” be amended by adding the following:

<u>Hanmer Street</u>	Both sides from Bayfield Street to St. Vincent Street
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Bayview Drive – Little Avenue to Burton Avenue

4. That bicycle lanes be implemented on Bayview Drive from Little Avenue to Burton Avenue.
5. That Traffic By-law 2020-107 Schedule “1” “No Parking Anytime” be amended by deleting the following:

<u>Bayview Drive</u>	Both sides a distance of 30 metres south from Burton Avenue
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<u>Bayview Drive</u>	West side from Baldwin Lane to Little Avenue
<u>Bayview Drive</u>	East side Springhome Road to Holgate Street
<u>Bayview Drive</u>	Both sides from Burton Avenue to Springhome Road

6. That Traffic By-law 2020-107 Schedule “1” “No Parking Anytime” be amended by adding the following:

<u>Bayview Drive</u>	Both sides from Burton Avenue to Little Avenue
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7. That Traffic By-law 2020-107 Schedule “2” “No Parking in Specified Places Where Signs on Display at Stated Times” be amended by deleting the following:

<u>Bayview Drive</u> in front of the Allandale Heights Public School Grounds	8:00 a.m. to 5:00 p.m. except Saturdays, Sundays & Statutory Holidays
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PURPOSE & BACKGROUND

8. The City’s Transportation Master Plan (TMP) includes a comprehensive strategic plan to accommodate planned growth to 2041 through the development of an inclusive and connected multi-modal transportation network. The TMP identifies cycling infrastructure on Hanmer Street and Bayview Drive. The TMP was adopted by Council in 2019.
9. *A Place to Grow - Growth Plan for the Greater Golden Horseshoe* forecasts the following growth for the City of Barrie:

Horizon	Population	Employment
2016	145,800 ¹	73,800
2031	210,000	101,000
2041	253,000	129,000
2051	298,000	150,000

¹ – includes census undercount

10. *A Place to Grow - Growth Plan for the Greater Golden Horseshoe* states the following in context of supporting active transportation:
- a) Provide connectivity among transportation modes for moving people and for moving goods;
 - b) Offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;

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- c) Be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip making and supporting the use of zero and low-emission vehicles;
 - d) Offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services; and
 - e) Provide for the safety of system users.
11. To maintain a functioning and sustainable transportation system in consideration of planned growth and adhering to principles contained within the Provincial Growth Plan, the City will need to significantly increase reliance on active transportation and transit to facilitate the movement of people.
 12. Although road widening projects are still an important component of the City's transportation strategy to ensure the transportation network can still efficiently facilitate the movement of people, goods and services; expenditures related to these projects are very significant and are increasing due to growth in property, material and labour costs. To maintain financial sustainability, the City must look to maximize the utility of existing transportation corridors.
 13. The most effective approach the City can employ to maximize the utility of existing transportation corridors is to reallocate surplus and non-productive space from automobiles to active transportation. This is accomplished through the implementation of road diets.
 14. Road diets allow for the implementation of bicycle lanes in a low cost and rapid manner without the need for a costly capital project as it relies on modifying pavement markings. Road diets involve reconfiguring the road platform by removing or narrowing travel lanes (where traffic volumes permit) and/or the removal of on-street parking and reallocating that space to allow implementation of bicycling lanes.
 15. Implementation of bicycling lanes by road diets is the most cost efficient and least impactful process (when compared to widening a transportation corridor) to implement cycling infrastructure. Road diets are considered a standard practice across Canada and the United States when communities are looking to improve a roadway under the Complete Streets philosophy.
 16. Road diets have minimal effects on traffic operations and are suitable for corridors with up to 15,000 vehicles per day (vpd) and up to 20,000 vpd with supplementary traffic modelling analysis.
 17. Since 2015, 80% of cycling infrastructure within the City has been implemented through road diets (28 km completed, 6 km approved and pending implementation).

18. Typical examples of road diet configurations that have been implemented in the City include:

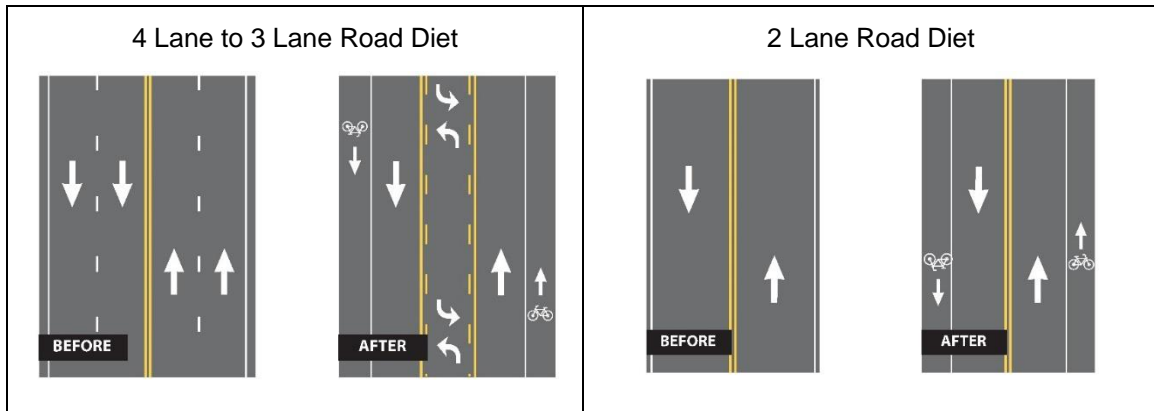


Image Source: https://safety.fhwa.dot.gov/road_diets/case_studies/roaddiet_cs.pdf

19. While the City's primary motivation to implement road diets is to equitably redistribute space within a corridor to support all modes of transportation; road diets have numerous ancillary safety benefits. The United States Federal Highway Administration (FHWA) designated road diets as a proven safety countermeasure and identified the following benefits:
- a) Vehicular crash reductions of 19 to 47 percent.
 - b) Reduction of rear-end and left turn crashes through use of a centre two-way left-turn lane (TWLTL).
 - c) Reduced right-angle crashes as side street motorists must cross only three lanes of traffic instead of four.
 - d) Reduced speed differential due to one lane of traffic in each direction.
 - e) Encourages a more community-focused "Complete Streets" environment.
 - f) Fewer lanes for pedestrians to cross and an opportunity to install pedestrian refuge islands.
 - g) The opportunity to install bicycle lanes within existing cross-section.
 - h) Simplify road scanning and gap selection for motorists making left turns from side streets or the mainline.
20. Road diets serve as a traffic calming tool:
- a) 4 Lane to 3 Lane Road Diet: This type of road diet provides the greatest benefit as it eliminates the opportunity for passing/weaving; the prudent driver following the speed limit controls the traffic platoon.
 - b) 2 Lane Road Diet: This type of road diet benefits from the natural reaction of drivers to reduce speed when travelling in narrowed travel lanes.

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21. Road diets provide pandemic transportation resiliency:
 - a) Over the past twelve months, transit ridership has significantly decreased, in part, due to public concerns surrounding potential heightened virus transmission risk associated with travelling in an enclosed space with other transit riders. Active transportation provides transportation resiliency as it offers an alternative for residents uncomfortable using transit as well as mitigating impacts in the event of a transit service reduction or temporary service pause due to workplace outbreaks or broader public safety measures (i.e. in the event of more transmissible variants and/or potential future viruses).
 22. Road diets are implemented on corridors designated for the mobility of people (as well as goods and services); road diets are typically only implemented on streets classified as an arterial or collector. Road diets are not implemented on local streets as these corridors are intended to provide direct property access and serve as a connection to collector roads (and in some cases arterials).
 23. Although road diets have numerous benefits; they can impact residents that reside on corridors designated for road diets as they require the removal of on-street parking (where presently permitted) as that space is required for bicycling lanes.
 24. On-street parking on arterial and major collector streets does not align with the City's transportation objectives and is hazardous to vulnerable road users due to decreased sightlines (due to vehicles blocking visibility of pedestrians and cyclists), which is further compounded by higher traffic volumes and speed when compared to a local street. The City prohibits on-street parking on most arterial streets and is increasingly prohibiting parking on major collector streets as traffic volumes increase. In the City's secondary planning areas, parking will only be permitted on local streets.

Cycle Barrie Infrastructure Program

25. The Cycle Barrie Infrastructure Program is scheduled to commence late Q2 2021. The primary focus is to develop a complete and connected City-wide cycling network that can be implemented in a reasonably short period of time by utilizing road diets, signed routes with urban shoulders and signed routes (on appropriate corridors following industry best practices) coupled with a significant enhancement in wayfinding signage (with follow-on capital projects to address network gaps and broader network needs). The CBIP is anticipated to generate recommendations for an additional 10 road diets commencing in 2022.

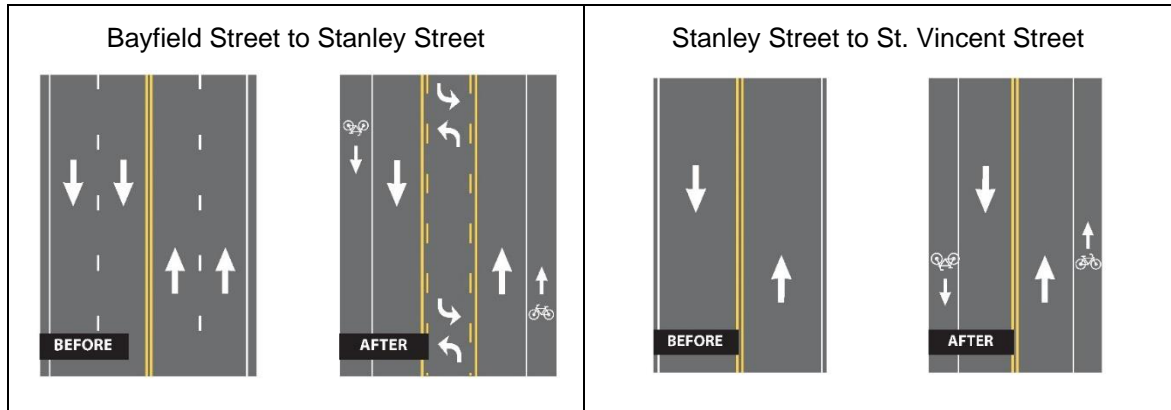
ANALYSIS

Hanmer Street – Bayfield Street to St. Vincent Street

26. Hanmer Street is classified as a major collector road with an approximate average daily traffic volume of 8,000 to 9,000 vehicles per day (vpd) on this segment.
27. Hanmer Street serves as an east-west link across the north end of the City connecting St. Vincent Street to Anne Street. This corridor (in consideration of existing cycling and proposed cycling infrastructure) includes connectivity/access to:
 - a) Hanmer Park
 - b) St. Marguerite D'Youville Elementary School
 - c) Barrie Sports Dome
 - d) Sister Catherine Donnelly Catholic School

e) East Bayfield Community Centre/Park

- 28. Hanmer Street presently allows on-street parking except for the north side of Hanmer Street from Stanley Street to Cassandra Drive which is signed as “No Parking Anytime”.
- 29. The proposed road diet reconfiguration on Hanmer Street would be reflective of the figure below (note that any existing on-street parking is required to be removed):



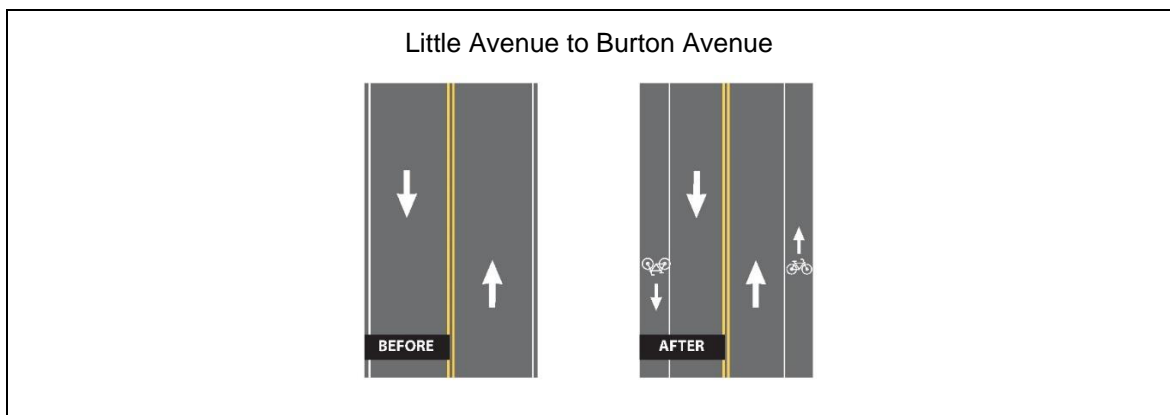
Segment		Existing Configuration		Road Diet Configuration	
From	To	Lanes	Parking	Lanes	Parking
Bayfield Street	Stanley Street	4 Lanes	Yes	3 Lanes with Bicycle Lanes	On-Street Parking Prohibited
Stanley Street	St. Vincent Street	2 Lanes	No Parking – north side of Hanmer Street from Stanley Street to Cassandra Drive	2 Lanes with Bicycle Lanes	On-Street Parking Prohibited

- 30. The TMP identified Hanmer Street as an active transportation corridor with bicycle lanes on the subject segment (refer to Attachment “A” – TMP Cycling & Multi-Use Trail Map).
- 31. Implementation of cycling lanes will eliminate a current network gap and provide complete connectivity from the City’s northern limits to the North Shore Trail and the City’s waterfront (refer to Attachment “B” – 2021 Cycling Network Expansion). A complete connection to the City’s waterfront is important as the North Shore Trail and Waterfront Trail serve as the City’s cycling network hub. The City’s cycling network generally follows a hub and spoke model; the North Shore Trail and the Waterfront Trail serve as the major connection to network spokes.
- 32. Strava heat maps illustrates Hanmer Street as a corridor with high cycling activity (refer to Attachment “C” – Strava Cycling Activity – Hanmer Street). While Strava data is limited to users who use the Strava application, it does provide insight on corridors most used by cyclists.
- 33. Subject to Council approval, Traffic By-law 2020-107 would be amended to prohibit parking on Hanmer Street from Bayfield Street to St. Vincent Street.

34. Subject to Council approval, bicycling lane markings and associated signage (“No Parking Anytime”, bicycle lane and bicycle route signage) will be implemented in 2022 as part of planned road resurfacing lead by the City’s Infrastructure Department. A reminder will be sent to residents in advance of the implementation of parking restrictions.

Bayview Drive – Little Avenue to Burton Avenue

35. Bayview Drive is classified as a major collector road with an approximate average daily traffic volume of 6,000 to 7,000 vehicles per day (vpd) on this segment.
36. Bayview Drive serves as a north-south link extending from Burton Avenue to Lockhart Road Street. This corridor (in consideration of planned cycling facilities extending from Little Avenue to Big Bay Point Road and the proposed cycling facilities) includes connectivity/access to:
- a) Allandale Waterfront GO Station
 - b) Allandale Heights Public School
 - c) Commercial Plaza at Little Avenue and Bayview Drive
 - d) Allandale Recreation Centre
 - e) Innisdale Secondary School
 - f) Numerous employers
37. Bayview Drive presently allows on-street parking for a short segment on the east side of the street extending from Little Avenue to the Allandale Heights Public School.
38. The proposed road diet reconfiguration on Bayview Drive would be reflective of the figure below (note that any existing on-street parking is required to be removed):



Segment		Existing Configuration		Road Diet Configuration	
From	To	Lanes	Parking	Lanes	Parking
Little Avenue	Burton Avenue	2 Lanes	Restricted for most of the segment	2 Lanes with Bicycle Lanes	On-Street Parking Prohibited

39. The TMP identified Bayview Drive as an active transportation corridor with bicycle lanes on the subject segment (refer to Attachment “A” – TMP Cycling & Multi-Use Trail Map).
40. Implementation of cycling lanes will significantly improved network connectivity in conjunction with the planned road diet on Little Avenue (Council approved December 14, 2020 – pending implementation) to the City’s existing cycling network (refer to Attachment “B” – 2021 Cycling Network Expansion).
41. Strava heat maps illustrates Bayview Drive as a corridor with high cycling activity (refer to Attachment “D” – Strava Cycling Activity – Bayview Drive). While Strava data is limited to users who use the Strava application, it does provide insight on corridors most used by cyclists.
42. Subject to Council approval, Traffic By-law 2020-107 would be amended to prohibit parking on Bayview Drive from Little Avenue to Burton Avenue.
43. Subject to Council approval, bicycling lane markings and associated signage (“No Parking Anytime”, bicycle lane and bicycle route signage) is forecasted for implementation in late 2021, subject to staff resourcing and contractor availability. As there will be a lapse of time until implementation, a subsequent mailout will be completed prior to implementation of the road diet advising of parking restrictions.

Municipal Class Environmental Assessment Requirements

44. As per the Municipal Class Environmental Assessment, the implementation of a road diet is a pre-approved Schedule A+ project, requiring notification to directly impacted residents of implementation. The public cannot request a Part II Order for a Schedule A+ project.
45. Staff completed a mailout to notify residents residing on the impacted corridor of the proposal and provided an opportunity for feedback.

Emergency Services Feedback

46. Barrie Police Service, Barrie Fire and Emergency Service and Municipal Law Enforcement noted no concerns with the recommended motion.

Public Feedback – Both Projects via Online Survey

47. An online survey was undertaken for both the Hanmer Street Road Diet and the Bayview Drive Road Diet. Twelve (12) responses were received with three (3) responses opposed and nine (9) responses in support. Responses also ranked the importance of developing a complete and connected cycling network (with an average scoring of 8.17 out of 10) and that the City’s transportation network should be developed with an increased emphasis on active transportation (highest ranked choice) and transit (second highest ranked choice).

Public Feedback – Hanmer Street Mailout

48. A mailout was distributed on March 26, 2021 to residents on this segment of Hanmer Street (refer to Attachment “E” – Hanmer Street Letter).
49. The mailout was distributed to one-hundred and sixty-two (162) property owners and tenants. Twenty-two (22) responses were received, representing a response rate of 14%. Nineteen (19) responses were opposed, and three (3) responses were in support. Additionally, a local resident supplied a petition in opposition to the bicycle lanes (refer to Attachment “G” – Public Feedback).

50. The following is a summary of the primary concerns noted by residents opposed to the Road Diet:
- a) Loss of on-street parking (impacting guest parking, multiple vehicle ownership parking, second suite parking) and spillover parking concerns.

Response

The City's arterial and collector street network (Hanmer Street is a major collector) is intended to facilitate the movement of people, goods and services safely and efficiently. With this lens, the implementation of cycling lanes is in alignment with the corridor's intended purpose and provides broad community benefit as the proposed infrastructure is part of the City-wide cycling network.

Since 2015, 80% of cycling infrastructure within the City has been implemented through road diets (28 km completed, 6 km pending implementation). Several of these road diets required the removal of on-street parking, with similar examples including Prince William Way, Dean Avenue and Hurst Drive. These road diets have been a success and residents have adapted to the removal of on-street parking. Road diets will continue to be a relied upon in the future.

The loss of on-street parking will impact residents residing on Hanmer Street and it is noted that residents may have purchased a property on Hanmer Street with the assumption that parking permissions would remain unchanged; however, with the passage of time, the City must adjust to changing regulations and policies. Examples of changing regulations and policies include:

- The Provincial Growth Plan: this policy requires the City to develop a multi-modal transportation system with a specific focus on active transportation and transit to support planned growth.
- Climate Change Mitigation: as private vehicles are the largest source of emissions in the City, the development of a complete and connected cycling network is a critical action to support a mode shift to a non-polluting transportation alternative.
- Equity for Residents: The City is focused on the adoption of policies that serve to bring greater equity to lower income and marginalized residents, a component of this effort is mobility equity (mobility equity is providing a safe and high-quality transportation alternative to those who may not have access to an automobile or cannot afford to use public transit).

- b) Parking demands associated with the Barrie Sports Dome.

Response

Peak uses at the Barrie Sports Dome do not coincide with peak school travel times allowing for shared parking. In addition, there are no restrictions in place prohibiting sports dome users from parking at the East Bayfield Community Centre. Staff have not received complaints regarding parking issues in this area. Promotional material will be provided to the Barrie Sports Dome operator to encourage their clientele to utilize active transportation, transit and car pooling to reduce parking demands if issues arise.

- c) Lack of utilization to justify bicycle lanes on Hanmer Street.

Response

The City's TMP includes a comprehensive and connected City-wide cycling network that is founded on a strategy to support growth of the cycling mode share. The TMP was developed by leading transportation professionals and is of similar nature to peer municipalities looking to support all modes of transportation, embrace a Complete Streets philosophy and improve transportation equity by providing high quality and safe transportation alternatives. Hanmer Street was identified for on-street cycling lanes in the City's first active transportation focused TMP, which was adopted by Council in 2013.

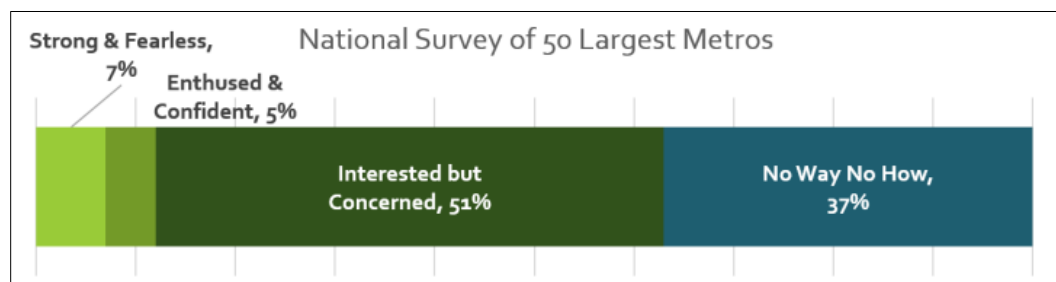
While the City does not specifically count cyclists as the City already understands the cycling mode share is low; the City does use information such as Strava Metro as an indicator for where cyclists prefer to travel. Hanmer Street is a corridor with high cycling activity relative to other corridors.

- d) Lack of utilization to justify any bicycle lanes.

Response:

While car-culture is strong in this City and in peer municipalities across Canada, cycling is becoming an increasingly popular mode choice for commuting trips and recreation.

One of the most prominent barriers to increasing the cycling mode share is the lack of dedicated cycling infrastructure. Dedicated cycling infrastructure increases safety for cyclists as it provides separation, which is critically important when considering the speed differential between cyclists and automobiles. When dedicated cycling infrastructure is provided, it increases the likelihood that a larger portion of the population will engage in cycling as it targets the "interested but concerned" segment. The figure below illustrates the four main types of cyclists derived from research completed by Portland State University. The "Interested but Concerned" segment is a large portion of the population that want to cycle but are hesitant due to safety concerns.



Source: Jennifer Dill, Ph.D., Portland State University.

Through the implementation of a complete and connected cycling network with corridor appropriate cycling infrastructure coupled with transportation demand management measures required for new development and shifting societal perceptions/acceptance, the cycling mode share is increasing in the City and will need to continue to increase to accommodate planned growth.

- e) School pick-up / drop-off parking on Hanmer Street.

Response

The City expects school drop-offs and pickups to occur within the school property; however, understanding that this is not always the case, residents will still be able to pull over, stop and actively pick-up or discharge passengers on Hanmer Street with the prohibition of on-street parking in effect. The provision of cycling lanes is in alignment with the Simcoe Muskoka District Health Unit Safe School Travel Program encouraging children and parents to choose active transportation for travel to and from school as much as possible.

- 51. An assessment to maintain on-street parking in-conjunction with the implementation of cycling lanes was completed. This assessment indicated that this is not technically feasible due to the following considerations/impacts:
 - a) Impacted driveway parking – the required corridor widening (2 m to 3 m per side) would impact private driveway parking as the acquisition of private property would be required, resulting in reduced driveway lengths (and loss of parking).
 - b) Safety – on-street parking creates a hazardous environment for cyclists due to increased risk of dooring. Dooring refers to when a driver opens their door without looking, striking a cyclist in the road. Dooring is extremely hazardous to cyclists and can result in life altering injuries.
 - c) Financial Sustainability – utilizing a road diet to implement cycling lanes is 99% less expensive than undertaking a traditional road widening project. Road diets cost approximately \$5,000 to \$15,000 per km versus \$1,500,000 to \$2,500,000 per km plus property costs to physically widen a road for cycling lanes (based on the assumption that the existing road and buried linear infrastructure does not require replacement). In addition, the existing linear assets (sidewalks, road structure, streetlights, buried infrastructure and private utilities) are relatively new and have a substantial remaining service life; replacing assets prior to end-of-life is financially unsustainable.

- d) Environmental Sustainability – utilizing a road diet to implement cycling lanes generates negligible carbon emissions when compared to physically widening the road. Physically widening the road would require the City to undertake a major capital project which requires heavy construction methodologies, extraction/processing of raw materials and the associated delivery of these materials. These activities result in significantly higher carbon emissions.

Public Feedback – Bayview Drive Mailout

52. A mailout was distributed on March 26, 2021 to residents on this segment of Bayview Drive (refer to Attachment “F” – Bayview Drive letter).
53. The mailout was distributed to nine-two (92) property owners and tenants. Three (3) responses were received, representing a response rate of 3%. One (1) response was opposed, and two (2) responses were in support (refer to Attachment “G” – Public Feedback).

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

54. The implementation of a complete and connected cycling network is a critical action to support growth of the cycling mode share, which in turn, results in fewer motor vehicle trips (reducing greenhouse gas emissions).
55. The implementation of cycling infrastructure by way of a road diet produces negligible carbon emissions when compared to employing traditional heavy construction methodologies to physically widen a road corridor.

ALTERNATIVES

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

Alternative #1 General Committee could decide to maintain the current lane configuration without implementing bicycle lanes.

This alternative is not recommended as the implementation of bicycle lanes on these road segment aligns with the Council endorsed Transportation Master Plan recommendations.

Alternative #2 General Committee could decide to implement an urban shoulder and maintain on-street parking where currently permitted. 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.

For reasons outlined in this staff report, maintaining on-street parking is not recommended.

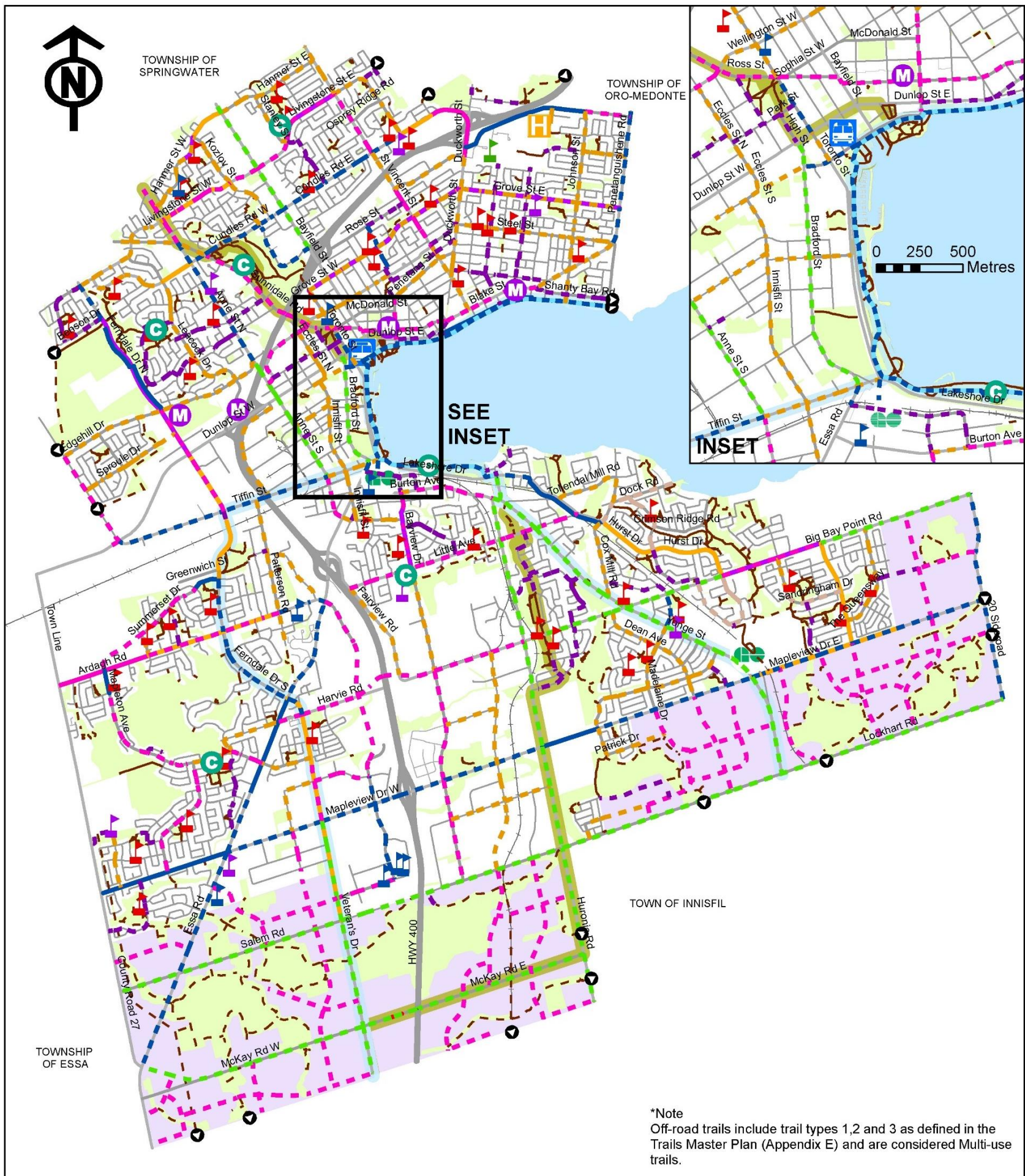
FINANCIAL

57. The cost to implement the proposed bicycle lanes on Hanmer Street is \$20,000 and is included with the planned road resurfacing project.
58. The cost to implement the proposed bicycle lanes on Bayview Drive is \$15,000 and can be accommodated in the 2021 Operation Budget.

LINKAGE TO 2018-2022 STRATEGIC PLAN

59. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- Fostering a Safe & Healthy City
 - Building Strong Neighbourhoods
 - Improving the Ability to Get Around
60. The continued expansion of the City's cycling network is critical in supporting planned growth as well as providing a viable transportation alternative that fosters active lifestyles, improves mobility equity and supports the reduction of greenhouse gas emissions.

ATTACHMENT "A" – TMP Cycling & Multi-Use Trail Map



*Note
Off-road trails include trail types 1, 2 and 3 as defined in the Trails Master Plan (Appendix E) and are considered Multi-use trails.

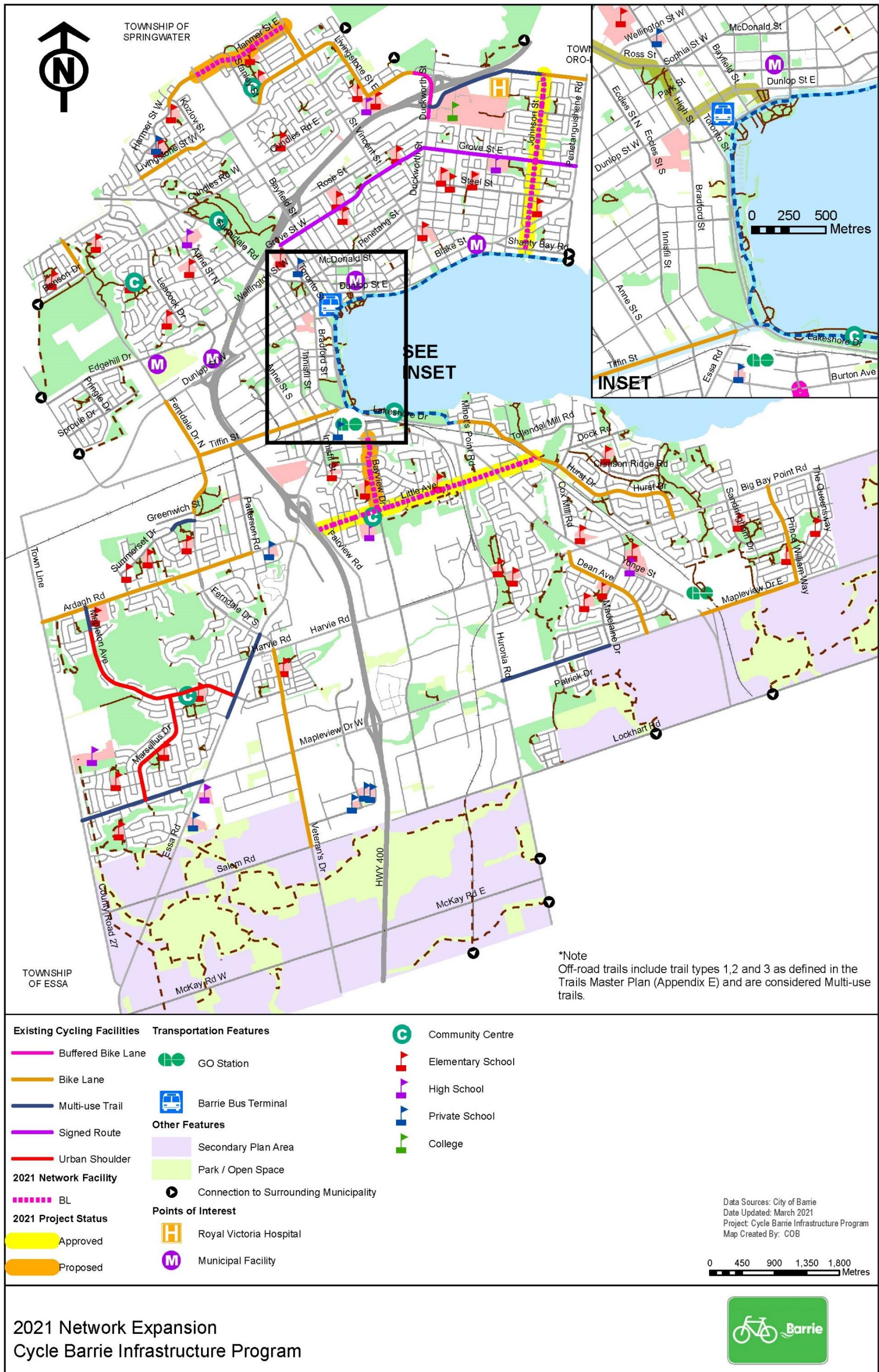
Existing Facilities	Proposed Facilities	Trail Systems	Points of Interest
Waterfront Multi-use Trail	In-Boulevard Pathway	Province-Wide Cycling Network	Royal Victoria Hospital
In-Boulevard Pathway	Cycle Track	The Great Trail	Municipal Facility
Buffered Bike Lane	Buffered Bike Lane	Transportation Features	Community Centre
Bike Lane	Bike Lane	GO Station	Elementary School
Paved Shoulder	Paved Shoulder	Barrie Bus Terminal	High School
Signed Bike Route	Urban Shoulder	Other Features	Private School
Off-road Trail	Signed Bike Route	Secondary Plan Area	College
	Off-road Trail	Park / Open Space	
		Connection to Surrounding Municipality	

Data Sources: City of Barrie
Date Updated: April, 2019
Project: 171-08853-00
Map Created By: WSP Thornhill

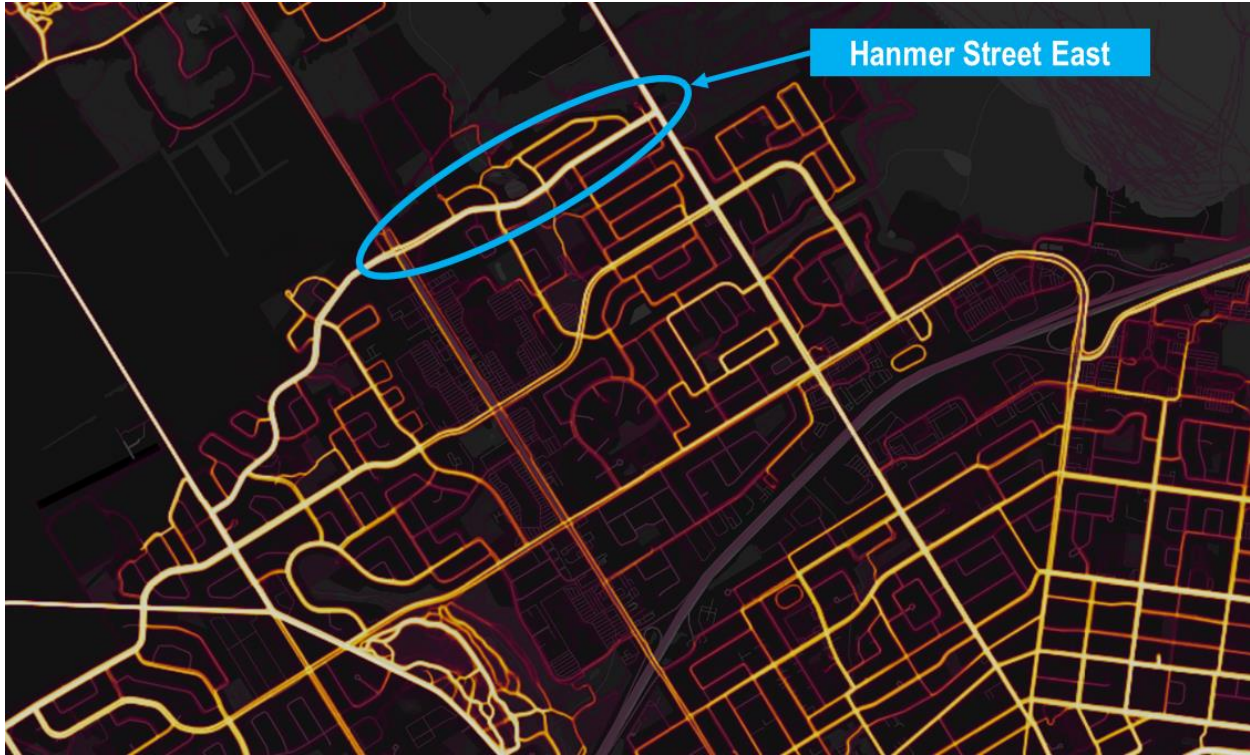
Figure ES-2
Cycling and Multi-Use Trail Network
City of Barrie Transportation Master Plan



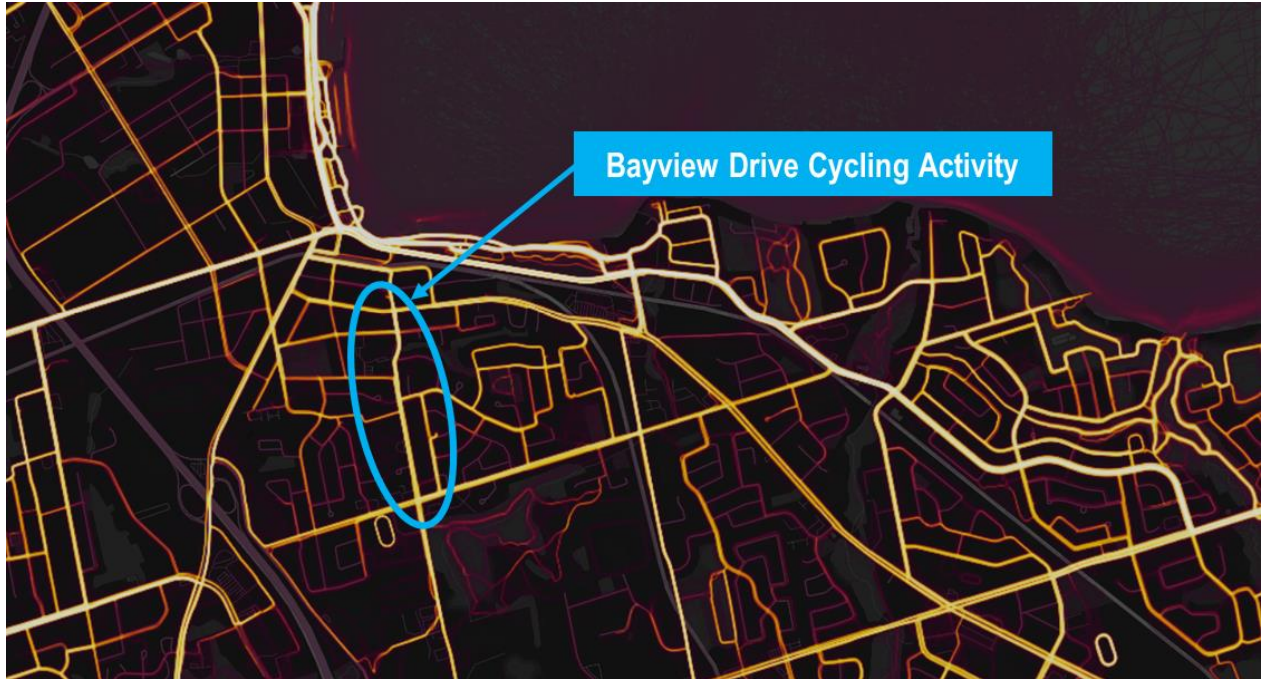
ATTACHMENT "B" – 2021 Cycling Network Expansion



ATTACHMENT "C" – Strava Cycling Activity – Hanmer Street



ATTACHMENT "D" – Strava Cycling Activity – Bayview Drive



ATTACHMENT "E" – Hanmer Street East Mailout

THE CORPORATION OF THE CITY OF BARRIE



March 26, 2021

To Property Owners / Tenants:

Re: Hanmer Street Bicycle Lane Implementation – Bayfield Street to St. Vincent Street

The City of Barrie (the City) is implementing recommendations contained within the Transportation Master Plan (TMP). The TMP is a long-range plan for transportation improvements to accommodate planned growth with a focus on promoting transit and non-motorized forms of travel (cycling and walking).

Hanmer Street has been identified as a corridor for bicycle lane implementation. Staff are proposing to implement bicycle lanes by reconfiguring the road platform by converting the four-lane section of Hanmer Street to three lanes (one per direction with a continuous two-way left turn lane) and adjusting the two-lane section by reducing lane widths. Removal of on-street parking will be required to accommodate bicycle lanes.

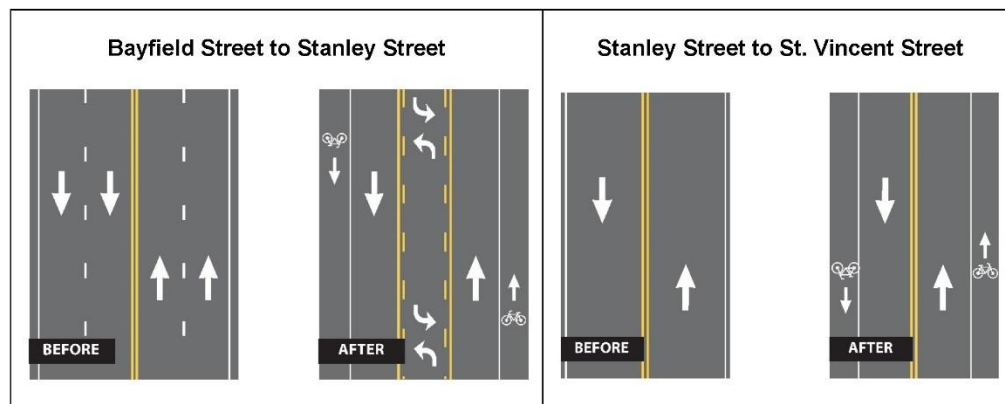


Image Source: https://safety.fhwa.dot.gov/road_diets/case_studies/roaddiet_cs.pdf

Implementation of active transportation infrastructure is an important element of the City's strategy to improve mobility options, improve mobility equity, support growth and encourage residents to choose transportation modes that do not emit greenhouse gases. Implementation of bicycle lanes on this segment of Hanmer Street will now provide a fully connected route from Kozlov Street in the west to Georgian Drive / Johnson Street providing connectivity to the City's Waterfront Trail.

The adjustments made to the current road platform to accommodate bicycle lanes will provide a traffic calming effect as well as help reduce congestion around schools by providing safe cycling facilities to

encourage school travel by active transportation. The adjustments made to the road platform will continue to accommodate current and projected traffic volumes.

Implementation is planned to coincide with scheduled road resurfacing that is to occur this year.

Staff will present recommendations to Council this spring. If you have any comments, concerns or would like to communicate your support for this project or active transportation in general, please complete the included comment sheet on or before, **April 16, 2021** and return to justin.macdonald@barrie.ca. Please indicate on the attached comment sheet if you wish to be notified of the staff report going to Council.

Yours truly,

THE CITY OF BARRIE

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

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

cc: Councillor Ann-Marie Kungl, Ward 3



Barrie Bicycle Lane Implementation
Comment Sheet

Name of Respondent: (Please Print)

Representing: (Property Owner, Tenant, etc.)

Mailing Address: (Including Postal Code)

Telephone Number:

Email Address:

Please add me to the contact list to receive updates on this project and date the Staff recommendations will be presented to Council

Comments:

Please submit this Comment Sheet Electronically by **April 16, 2021** to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.



ATTACHMENT "F" – Bayview Drive Mailout

THE CORPORATION OF THE CITY OF BARRIE



March 26, 2021

To Property Owners / Tenants:

Re: Bayview Drive Bicycle Lane Implementation – Little Avenue to Burton Avenue

The City of Barrie (the City) is implementing recommendations contained within the Transportation Master Plan (TMP). The TMP is a long-range plan for transportation improvements to accommodate planned growth with a focus on promoting transit and non-motorized forms of travel (cycling and walking).

Bayview Drive has been identified as a corridor for bicycle lane implementation. Staff are proposing to implement bicycle lanes by reconfiguring the road platform by reducing lane widths and removing on-street parking.

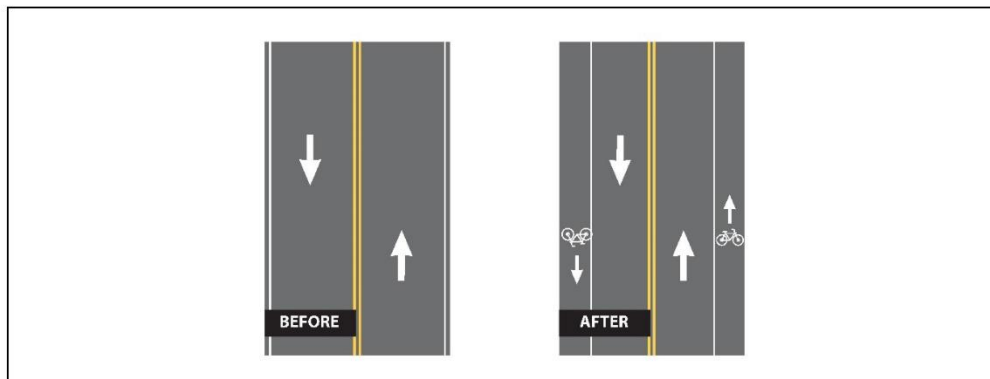


Image Source: https://safety.fhwa.dot.gov/road_diets/case_studies/roaddiet_cs.pdf

Implementation of active transportation infrastructure is an important element of the City's strategy to improve mobility options, improve mobility equity, support growth and encourage residents to choose transportation modes that do not emit greenhouse gases. Implementation of bicycle lanes on this segment of Bayview Drive will improve connectivity from the proposed Little Avenue bicycle lanes (implementation in 2021) to the Allandale Waterfront GO Station and the Waterfront Trail.

The adjustments made to the current road platform to accommodate bicycle lanes will provide a traffic calming effect as well as help reduce congestion around schools by providing safe cycling facilities to encourage school travel by active transportation. The adjustments made to the road platform will continue to accommodate current and projected traffic volumes.

Implementation is planned to occur this year, subject to contractor availability.

Staff will present recommendations to Council this spring. If you have any comments, concerns or would like to communicate your support for this project or active transportation in general, please complete the included comment sheet on or before, **April 16, 2021** and return to justin.macdonald@barrie.ca. Please indicate on the attached comment sheet if you wish to be notified of the staff report going to Council.

Yours truly,

THE CITY OF BARRIE

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

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

cc: Councillor Jim Harris, Ward 8



Name of Respondent: (Please Print)

Representing: (Property Owner, Tenant, etc.)

Mailing Address: (Including Postal Code)

Telephone Number:

Email Address:

Please add me to the contact list to receive updates on this project and date the Staff recommendations will be presented to Council

Comments:

Please submit this Comment Sheet Electronically by **April 16, 2021** to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.



ATTACHMENT "G" – Public Feedback via Online Survey

<p>City of Barrie - 2021 Cycle Network Expansion</p> <p>The City is seeking feedback on the implementation of cycling lanes on Hammer Street from Bayfield Street to St. Vincent Street and Bayview Drive from Little Avenue to Burton Avenue as part of the City's on-going efforts to implement Council approved recommendations in the City's Transportation Master Plan.</p> <p>These cycling lanes will be implemented through a road diet, which re-balances a road corridor from primarily focusing on automobiles to a more equitable split between walking, cycling and automobiles. This is accomplished through road line painting modifications that involve either removing lanes and/or on-street parking.</p>				
<p>Please indicate who your representing:</p>	<p>Please indicate which project you are providing comments on:</p>	<p>Please provide feedback on the proposal to implement cycling lanes:</p>	<p>How important is the implementation of a complete and connected cycling network to you (10 is highest)</p>	
<p>Property Owner - Residential</p>	<p>Hammer Street</p>	<p>How should the City plan it's future transportation system to accommodate planned growth: - Increased auto emphasis; - Increased active transportation emphasis; - Increased transit emphasis; or - Other.</p>	<p>Increased transit emphasis;</p>	
<p>Property Owner - Residential</p>	<p>Hammer Street</p>	<p>I am TOTALLY against installing bike lanes on Hammer St E. My husband and I chose to purchase on Hammer St E 13 yrs ago because on street parking was allowed. We looked at homes on Livingston St E but because there was no street parking, we decided on Hammer St E. A street where kids could safely walk to school etc. Putting in redundant bike lanes and removing on street parking will cause a parking nightmare which will result in the safety of citizens who regularly use our sidewalk to be put in danger. The lack of on street parking these lanes will create will lead to people parking over the sidewalks and on lawns. Where are residents and their guests to park? On street parking on attached streets is already limited. Not to mention on days when there are events at the sports dome. Parking in our area is already chaotic on these days, let alone if you take on street parking away on Hammer. Our frontage is not that deep and most of the homes on our street already have full driveways with the use of on street parking. Taking it away is basically forcing us to never have company over and not allowing some of us to rent out space in our homes. Also rarely do cyclists use and ride on the road of Hammer St E. Most of the individuals on bikes are young children who use the sidewalk. NO parent is going to let their child use a bike lane on such a busy street. People love to use Hammer St E as a racing strip and bike lanes WILL NOT bring an end to this. Furthermore, I question as to if residents in attached streets have also been notified and give a chance to give their opinion. Their streets will become even more congested and because there will be a lot of "on lawn" parking in their neighborhood, property values will decrease drastically.</p> <p>I'm very concerned with the removal of all on street parking that will be required. Our driveways are all bisected by a sidewalk and therefore have little room for guests to park.</p> <p>The parked cars on Hammer Street also seem to act as a natural traffic calming - I'm very worried without them the street will seem even wider and invite already high speeding cars to drive even faster.</p> <p>While a complete and connected cycling network is important, I feel the nearby cycling lanes on Livingston Street already serve this purpose.</p>	<p>10</p>	<p>Increased active transportation emphasis (walking, cycling);</p>

Tenant - Residential	Both	Although I do appreciate the addition of bike lanes throughout the city I think more effective routes should be added to this program. Roads such as St. Vincent, Sundale, and Penatanguishine would be great additions to this program as they allow cyclists to safely access the downtown and well known cycling routes on the outskirts of the city. As a cyclist myself I truly appreciate these programs and wish they do see continued expansion throughout the city for both safety and to create a city with less reliance on cars for its residents. Thank you,	8	Increased active transportation emphasis (walking, cycling);
Property Owner - Residential	Both	Both are very logical and great candidates to see increased AT infrastructure on. Hammer can be an ideal east/west route at the north end of the City. Bayview is a treacherous section of road that sees people seeing along it all too frequently, changing the design of the road by adding bike lanes is a great way to make it safer for Allandale residents to ride to the waterfront and downtown, but it will also help to mitigate the speeds vehicles are driving.	10	Increased active transportation emphasis (walking, cycling); Increased transit emphasis; We need to invest in and incentivize modes that are not single
Property Owner - Residential	Hammer Street	Excellent! We need more of this in Barrie to allow us to go green, get outside and exercise in a safe manner!	10	Increased active transportation emphasis (walking, cycling);
Property Owner - Residential	Bayview Drive	I would support bike lanes being added to Bayview drive. In addition to providing a safer space for cyclists, I believe it would also help to slow car traffic by narrowing the street.	10	Increased active transportation emphasis (walking, cycling); Increased transit emphasis;
Property Owner - Residential	Both	Fully support and will use them	10	Increased active transportation emphasis (walking, cycling); Increased transit emphasis;
Property Owner - Residential	Both	I agree with cycling lanes being implemented across the city. A connected network will make it easier to travel safely around the city. However, it would be preferable to increase the safety of these lanes by providing a physical barrier to protect riders from motor vehicles.	10	Increased active transportation emphasis (walking, cycling); Increased transit emphasis;
Property Owner - Residential	Hammer Street	Bicycle lanes are great - unfortunately they can't always be used because of people parked in them. On Hammer Street, the current bike lanes are blocked all day by construction workers parking there and for hours at a time by parents picking up/dropping off their kids at the catholic elementary school. I want to use the bicycle lanes and I wish there was more - so I love the idea of adding more, however if the City of Barrie allows people to park in these lanes constantly, the lanes are of no use.	10	Increased active transportation emphasis (walking, cycling);
Tenant - Residential	Both	Maybe adding a barrier or median of some sort might help? First off I would like to say that any new bike infrastructure is encouraged. Definitely in support understanding these are existing corridors. Future Corridors: Barrie should be making more of a conscious effort to build cycling that is physically separated from vehicles (curb and buffer). Only a select few (5%) of residents are comfortable using the proposed on street bike lanes (OTM Book 18). I personally like the 'level of traffic stress' assessment strategy for cycling infrastructure. Unfortunately, Barrie is still designing new arterial roads with high levels of stress (level 3 - on street bike lanes), where the lanes are separated by a line of paint from fast moving traffic (for example Harvie/Big Bay overpass or the new Anne Bridge project). These are brand new designs, we should be better based on what other cities in Ontario have already realized.	10	Increased active transportation emphasis (walking, cycling); Increased transit emphasis;

Property Owner - Residential	Both	<p>It would Stop on Street parking. No more parking. Most People can't use these bike lanes. They are only for a few people that can. The expense is huge, and would only help a few, while stopping parking on those residential streets by our Residents.</p> <p>The bike lanes on roads is the issue.</p> <p>Only a privileged few can use the bike lanes and wasting money trying to get people to use them is further Waste, as who can one use them in Winter? Or at Night? I think this would benefit only a very small elite in Barrie.</p>	1	Increased auto emphasis; Increased transit emphasis;
Property Owner - Residential	Hammer Street	<p>We fully support the addition of bike lanes on Hammer Street in Barrie. We live in a court off of Hammer street and actively avoid riding our bikes up the main street due to the many street-parked cars and fast moving traffic. The addition of bike lanes would reduce the risk of being hit by a car while biking on Hammer Street by having a dedicated lane for us to cycle in.</p> <p>Thank you for considering the addition of bicycle lanes on Hammer Street to benefit both the residents in our area as well as others commuting by bike into the area for work, recreation, shopping, dining, etc.</p>	8	Increased active transportation emphasis (walking, cycling);

ATTACHMENT "G" – Public Feedback – Hanmer Street East Mailout Responses



Bicycle Lane Implementation
Comment Sheet

Comments:

I am currently a tenant on Hanmer Street. I live with my boyfriend and child in a 1 bedroom apartment. We both work full time jobs and cannot even afford to purchase a home in Barrie. We are assigned 1 parking spot in the driveway and own 2 cars. From April - November we park 1 car on the street at night and have nowhere else to park. There are no public overnight parking lots and so

Please submit this Comment Sheet Electronically by April 16, 2021 to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.

We have no other option. Please consider us and I'm sure many other people in similar situations. This is not even to accomodate friends or family. This is to accomodate the people who live and pay high rent here in Barrie.

Date: Thursday, April 1, 2021 2:03:16 PM

Hello, This email is in regards to the notice we received in the mail regarding bicycle lane implementation on Hanmer St East. I live on the section of Hanmer St between Cassandra and St Vincent, where it supposed lane reduction and bike lane insertion is to take place. The notice states that the lanes would be used to “encourage safe travel to school by active transportation” however I highly doubt that parents will allow their children to ride their bikes on the road. With that being said having lived in this home for almost 13 years I have never seen cyclists use our street other than school children riding on the sidewalk with their parents walking behind. If these bike lanes are implemented everyone who was using on street parking is going to be parking across the sidewalks causing more harm to children and other pedestrians. There is already issues with bylaw not responding to parking violations now and I can only imagine the chaos not having any on street parking will cause. The notice also states that the lanes will “provide a fully connected route from Koslov Street in the west to Georgian Drive/Johnson Street”. Last time I checked Livingstone St East has bike lanes, along

with St Vincent thus creating this route without the need for the lanes on Hanmer. Many have also argued that the lanes would allow for travel bike down into Midhurst however as previously mentioned the Livingstone/St Vincent route already accomplishes that. I sincerely hope the residents of Hanmer St East are given a fair voice in this matter and our concerns are listened to. Thank you.

I have been a resident of Barrie since 1961. I have resided at the above address for over 15 years. As a resident and taxpayer, I do not support the implementation of bike lanes along Hanmer St. E. between Bayfield St. and St. Vincent St.

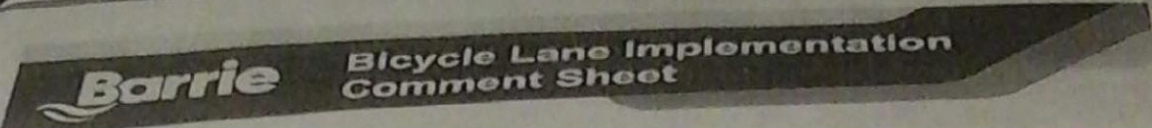
If bike lanes are implemented, visitors now may need to park on adjacent streets and walk to their destination. This is an inconvenience!

Cyclists wishing to connect to the City's Waterfront Trail can already access bike lanes on other existing routes, like Livingstone, via St. Vincent St. and other streets within the neighbourhood that connect directly to Livingstone.

The driveways along Hanmer St. E. do not allow for parking between the sidewalk and the street. Hurst Drive and much of Livingstone St. E. between St. Vincent St. and Cundles Rd. E. have bike lanes on either side and no parking allowed on the street; however, the length of the driveways between the sidewalk and street allow for extra parking of reasonable-sized vehicles.

I support safe cycling facilities that encourages travel to school by bicycle; however, the current need for traffic-calming measures near Sister Catherine Donnelly Catholic School would likely discourage parents from allowing their children to use bike routes along this busy, arterial route anyway.

Please look after the residents and do the right thing!



Comments:

PARKING IS ALREADY INADEQUATE ON
HUNTER ST EAST DUE TO SIDEWALKS
WHICH LIMITS PARKING FOR FAMILY MEMBERS
AND VISITORS, IMPLEMENTING BICYCLE LANES
WILL LIMIT PARKING OPTIONS.

Please submit this Comment Sheet Electronically by April 16, 2021 to:

Mr. Justin MacDonald, C E T
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above

Thank you for your participation.



As a property owner at

I am in favour of a Bicycle Lane

Please accept this as my submission

Thanks,

Comments:

As a resident and taxpayer, I do not support the implementation of bike lanes along Hanmer St. E. between Bayfield St. and St. Vincent St.

If bike lanes are implemented, visitors now may need to park on adjacent streets and walk to their destination. This is an inconvenience!

Cyclists wishing to connect to the City's Waterfront Trail can already access bike lanes on other existing routes, like Livingstone, via St. Vincent St. and other streets within the neighbourhood that connect directly to Livingstone.

The driveways along Hanmer St. E. do not allow for parking between the sidewalk and the street. Hurst Drive and much of Livingstone St. E. between St. Vincent St. and Cundles Rd. E. have bike lanes on either side and no parking allowed on the street; however, the length of the driveways between the sidewalk and street allow for extra parking of reasonable-sized vehicles.

I support safe cycling facilities that encourages travel to school by bicycle; however, the current need for traffic-calming measures near Sister Catherine Donnelly Catholic School would likely discourage parents from allowing their children to use bike routes along this busy, arterial route anyway.

Thank you for your consideration of this matter.

Good day,

I am writing to inform you that as a resident of _____ in Barrie, that I am strongly against having bike lanes implemented on my street. I am a full-time stay at home caregiver for my disabled daughter and disabled husband. I am a very attentive home owner who readily watches the "goings on" of my neighbourhood.

Firstly, rarely do I ever see a cyclist using my street. The usual cyclists are small children who do not ride on the road. Never will a small child use an on road bike lane, even if accompanied by a parent. The proposal states the lanes will connect Kozlov St to St Vincent, this connection already exists as cyclists can easily access connecting bike lanes on Livingston St, which I may add are hardly used.

Our neighborhood has many school aged children and children in home daycares. They readily enjoy walking on our sidewalks to access the nearby playground, schools, sports dome and shopping. Have parents of the local schools been notified? These proposed lanes will have a profound effect on the safety of their children and their routines. Also, there are multiple residents of our neighbourhood who use mobility aids (Scooters etc) on our sidewalks on Hanmer St E. If these bike lanes are put in and on street parking is removed, our sidewalks will become parking lots. No longer will our sidewalks be safe to navigate by anyone!

As it stands, our street requires more on street parking than is already permitted, and you want to remove it all? On school days, our street is lined with cars waiting to pick up their kids, on sports days, especially soccer, the dome parking lot is full, the school parking is full and our street parking is full of Barrie citizens watching their kids play. Where are they suppose to park if these lanes are put in?

I question if all homeowners on Cassandra Dr, Palmer Dr, Watson Dr, Masters Dr, Hogan Crt, Nicklaus Dr, Player Dr, Stanley St, and Duval Dr have also been notified of the proposal and if they have been given a chance to voice their concerns. These proposed lanes, if put in place will greatly effect them. Most of the homes on Hanmer St E have multiple vehicles, due to students and other rental suites, These homes have NUMEROUS vehicles for one dwelling. Where are they suppose to park? Some will park on nearby streets, which I may add do not have many legal on parking spots available already. Their streets will become full parking lots with cars parked too close to their driveways etc. If homeowners on these nearby streets have not been notified, then has due diligence been done?

Finally, when my family was looking at moving into this neighborhood 13 years ago, we looked at homes on Livingston where no on street parking was already in place. We chose to purchase our home on Hanmer St E because it allowed on street parking. We love to have out of town company over and knew we would require parking for them when they visit. None of them will visit if they have no where to park close by.

Please reconsider the bike lane proposal and realise that the wishes of a few cyclists should never overshadow and outweigh the wishes of hundreds of tax paying neighbourhood residents.



Subject: Barrie-Bicycle Lane Implementation Comment Sheet

Dear Mr. MacDonald,

We:

hereby declare: *** We are in total agreement with the Corporation of the City of Barrie proposal. Re: Hanmer Street Bicycle Lane Implementation - Bayfield Street to St. Vincent Street.

We also hope the City of Barrie will have the power to STOP heavy and huge trucks from driving on Hanmer Street.

Thank you,

Sent from my iPhone



Bicycle Lane Implementation Comment Sheet

Comments:

We strongly disagree with having the bike lanes. We live on a bend and have trouble watching for speeding cars; Bikes will be another problem. Also, parking is already limited. Now there ~~is~~ ^{would be} no place for visitors on the road. We also park on the road so our children can safely play in the driveway. We seldom see ~~many~~ ~~many~~ bikes on the road and don't see a need for bike lanes on this street.

Please submit this Comment Sheet Electronically by **April 16, 2021** to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.



Bicycle Lane Implementation Comment Sheet

Comments:

- TOTALLY AGAINST THIS PLAN!
- HAMMER IS A VERY BUSY STREET.
- RARELY SEEN BIKES GOING BY
- DIFFICULT TO PARK IN DRIVEWAY DUE TO TRAFFIC, SINCE WE HAVE TO BACK UP TO GET IN & SAFELY LEAVE.
- WILL HAVE NO WHERE FOR VISITORS TO PARK!

Please submit this Comment Sheet Electronically by **April 16, 2021** to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.

Subject: Bike lanes on Hanmer street East

Hello,

I am writing to you today in regards to the proposed bike lanes on Hanmer Street East.

As a resident on Hanmer Street East for over 14 years, I am 100% against it.

When people look at a neighborhood when they are thinking of buying a house, they look for some key things. Close proximity to schools, close to shopping and the availability of parking are just a few. Being a family of 6 with 4 disabled adults, Parking is the major one for me.

When the subdivision was designed and approved many years ago, the width of the street was designed to accommodate on street parking. This allowed the builders to have properties with shorter driveways. Many of the driveways cannot accommodate 2 cars parked front to back in the driveway. With the current by law stating that you cannot have a driveway that covers more than 50% of your lot frontage, daily parking for residents will become a serious issue. It will lead to vehicles being parked on front lawns, on boulevards or over sidewalks. Safety for pedestrians, strollers, handicapped residents and kids on bikes will become a serious hazard and liability.

When visitors visit the residents on Hanmer Street East, they will have to walk 200 - 300 meters in order to find a legal parking spot. Currently, visitors are able to park close to their destination all year long. In the winter months, around the holidays, they are gone home before the overnight on street parking restrictions kick in. That being said, the side streets off of Hanmer are already full with on street parking. Add another 50 - 100 vehicles on a daily basis and the situation will be a night mare. Then you need to add in all the additional vehicles that are coming due to the city now allowing second suites. I have one neighbor in particular that has an additional 3 vehicles at his address since adding a second suite. Multiply this by each address, it is a disaster in the making.

In addition, The Barrie Sports Dome and Sister Catherine Donnelly Catholic School are located on this section of Hanmer Street East. Daily traffic at the school alone is already a concern. When organized sports are on at the Sports Dome, i.e soccer, the dome lot is full, the school lot and on street parking are full as well. Take away the on street parking/standing and it will be a disaster. With all the events that are held at these two facilities, parking on the street is quite extensive under the current design. Take away the on street parking on Hanmer, again, the already full side streets will take the influx.

Please understand, I am not against Bike lanes. Cyclists need a safe place to ride. The City has already added bike lanes on Livingstone, one street over. These connect with the ones on St. Vincent making a straight connection into Springwater and with the ones coming from Ferndale. Adding more on Hanmer will be redundant. There is already a connection currently. The negative impacts outlined above far out weigh the "short cut" that a second set will create.

Over the past Easter weekend, I conducted a survey of sorts on how many cyclists use Hanmer street East in front of my dwelling. The weather was beautiful, and being under Covid Lockdown, it was the perfect opportunity for cyclists to be out riding. After adding up all the numbers, crunching the data, a total of 4 cyclists used Hanmer Street East. I have this on video if you would like.

I now have some questions for you,

1. How many cyclists used Hanmer Street East in 2020, the city must have this data if adding bike lanes has been deemed necessary?
2. How many have used it so far in 2021?
3. How many motor vehicle / cyclist accidents have there been each year on Hanmer Street East?

4. Has having Bike Lanes on only one side of the street been looked at?

In your mailer, it states that this may be implemented later this summer. I think that more study is needed, especially around the Sports dome. If that means painted lines on the road need to wait, they can be painted at a later date. This issue deserves a proper look and not a reaction just because some think it is a good idea.

I would like to be kept informed and added to the contact list to receive updates and when this will be brought to City council. I still say that City staff need to contact the residents directly, not just a mailer, to get the true impact this will have on the residents who live here and not just those driving/cycling by.



Bicycle Lane Implementation Comment Sheet

Comments:

We are agree with your petition
we don't want bicycle lane because it
will take from us and opportunity to have
our family and friends to come over
Also, we think that it's going to be
not safe for both: for our guests
and cyclists.

Please submit this Comment Sheet Electronically by April 16, 2021 to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.

Barrie Bicycle Lane Implementation Comment Sheet

Comments

Hopefully, this will slow down the speed of the traffic from Stanley St to Bayfield St.

It might also help if an automatic sign that says "Now that the cars ~~are~~ are going was installed.

Hunter St E ~~also~~ has a large volume of traffic since Hunter St W was opened.

Please submit the Comment Sheet Electronically by April 15, 2021 to:

Mr. Justin MacIsaac, C.E.T.
Senior Transportation Technologist
Justin.MacIsaac@barrie.ca

For further information, contact the above.

Thank you for your participation.



Bicycle Lane Implementation Comment Sheet



Council

Comments:

We would like to oppose the bicycle lane implementation. This is already a very busy congested road, there are side walks on both sides of the street already. These cycle lanes were implemented on duckworth and very rarely do you see any cyclists present, or enough to even remotely deem a bicycle lane necessary. The road parking allows for visitors or even older children to park who live at the house hold without blocking the side walks and this is more important than having a cycle lane that is very rarely used as it is.

Please submit this Comment Sheet Electronically by April 16, 2021 to:
Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

Since we pay taxes in Barrie we would like to see these funds attributed to another ~~street~~ allocation. Thank you.

For further information, contact the above.

Thank you for your participation.

 **Bicycle Lane Implementation
Comment Sheet**

Comments:

*This is an inaccurate reference about this area.
A bicycle lane would be not safe for children on this
road. I will not let my children use this as the road
is too busy for bikes. Adults are able to direct their
biking needs and responsibilities without direction.
It will also crowd the road more and make it harder
to pull out of the driveway. Leave 2 lanes for traffic
and don't allow children to ride bikes on this road.*

Promote
Please submit this Comment Sheet Electronically by April 16, 2021 to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.

Subject: Proposed Bike Lanes for Hanmer Street East

I'm writing to share my thoughts on the proposed bike lanes for Hanmer Street East.

I'll start by saying I'm so conflicted on this one. I love bike lanes, and I know from biking around Barrie (including years of biking back and forth to City Hall every day) that cycling in Barrie is tough, and we could use more bike lanes. But I'm also concerned about the impact that bike lanes could have on Hanmer Street East, in a number of ways.

Our driveways on Hanmer East are all bisected by a sidewalk, on both sides, and therefore we have little additional off-street room for guests to park. Not being able to park on the street, even temporarily, also means no hockey/basketball in the driveway for my kids since I'll have nowhere to move the car. Living on a street where they could never play on the road, the driveway is the only place they can play these games - and now we're proposing to take that away too.

I also worry that adding bike lanes to Hanmer East could have unintended consequences that could exacerbate issues already present on the street. Hanmer East already sees a high volume of cars travelling on it night and day, as the northernmost route to cross from Bayfield Street to St. Vincent Street. The cars parked on the street seem to act as a natural traffic calming. I'm very worried that without on-street parking, the street will seem even wider and invite already high speeding cars to drive even faster. Replacing on-street parking with bike lanes could make the street feel even more like a transportation corridor - which might be the very problem we're trying to solve.

While I love the idea of a city-wide cycling network, if the point of such an interconnected network is to facilitate city-wide travel, not local travel, then the Livingstone Street Bike lanes should fill this need. I have a hard time identifying any point-to-point trips within Barrie that would utilize Hanmer Street East over Livingstone Street.

And while I definitely support the idea of making cycling safer in Barrie, my preference would be to address the issues that make it feel like bike lanes are necessary on Hanmer Street East in the first place - i.e. high speed traffic. By finding ways to make Hanmer East feel more like a local street that wouldn't need bike lanes, both local residents and cyclists would benefit.



Bicycle Lane Implementation Comment Sheet

Comments:

WE VEHEMENTLY OPPOSE THE
IMPLEMENTATION OF BICYCLE LANES
ON HANMER ST E. FROM BAYFIELD TO
ST. VINCENT

THERE HAVE BEEN NO STUDIES AT SCHOOLS REGARDING
FEWER CARS BECAUSE OF COMMITMENT TO BIKES.
THIS IS AN ASSUMPTION. REJECTED CITY APPROVING
APARTMENTS ON STREET WHICH HAS ALREADY

Please submit this Comment Sheet Electronically by April 16, 2021 to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.

RESULTED IN A
HEAVY INCREASE
OF ON STREET
PARKING.

NO BIKE LANES FOR
HANMER ST EAST



Bicycle Lane Implementation Comment Sheet

Comments:

Since receiving this proposal, we've been trying to figure out WHY? Why is this a good idea? Well, we can't think of one reason to have a bike lane on this road. We have 4 children we asked them if they would use the lanes and they gave a BIG NO from all 4 kids. They have witnessed 2 dogs get hit by speeders right in front of our house. Every day we pull up to the house to park, I almost get rear ended to drivers thinking I'm turning onto the side street or St. Vii

Please submit this Comment Sheet Electronically by April 16, 2021 to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.

Most of the time is not neighbourly
It's people trying to avoid Bayfield 400 Hwy ramp and our street to get to Duckwa
Also we bought our home with the knowledge that Streetcar was allowed (9 years ago) for



Bicycle Lane Implementation Comment Sheet

Name of Respondent: (Please Print)

Comments:

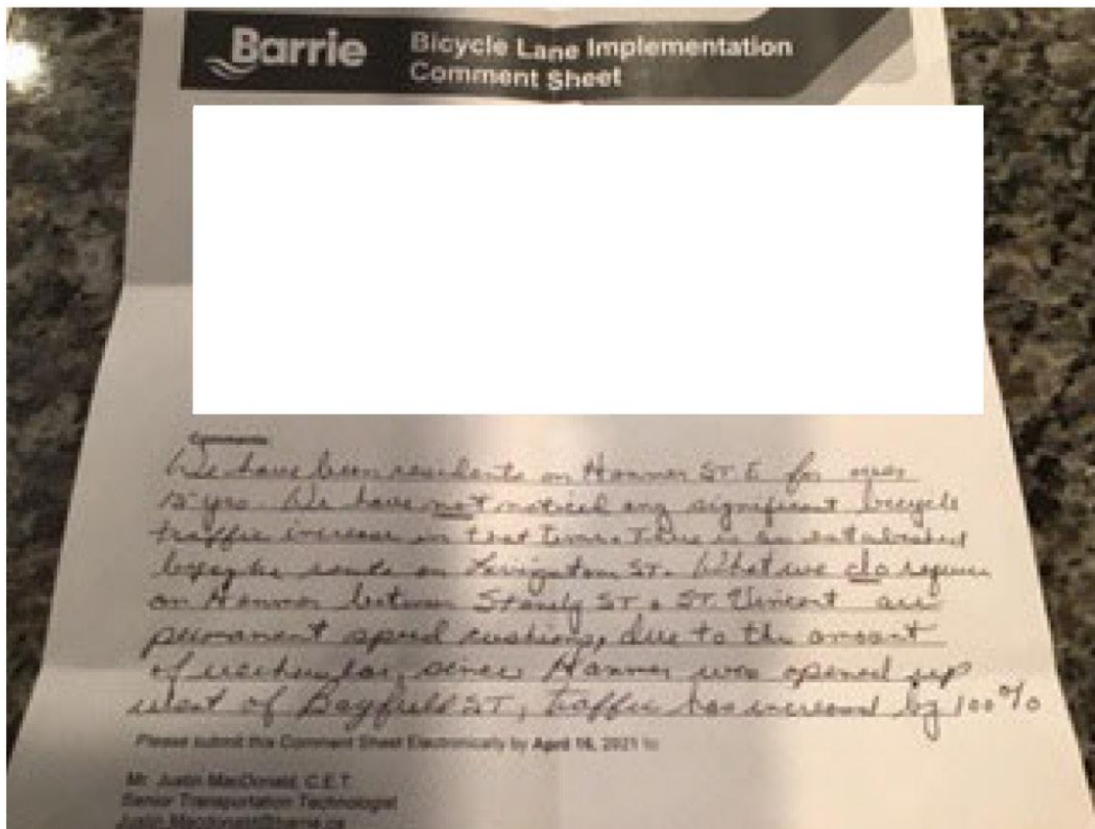
We are not in favour of this implementation. There is not a visible bicycle population using the road and we are the farthest north street off Bayfield. Livingstone & has lanes close to Hammer, and rarely used. With sidewalks on both sides of street, driveway parking is limited. We need to have space on the street for visitors, and we personally own 3 vehicles. When my out-of-town mother visits in spring/summer/fall - we need 4 spots.

Please submit this Comment Sheet Electronically by **April 16, 2021** to:

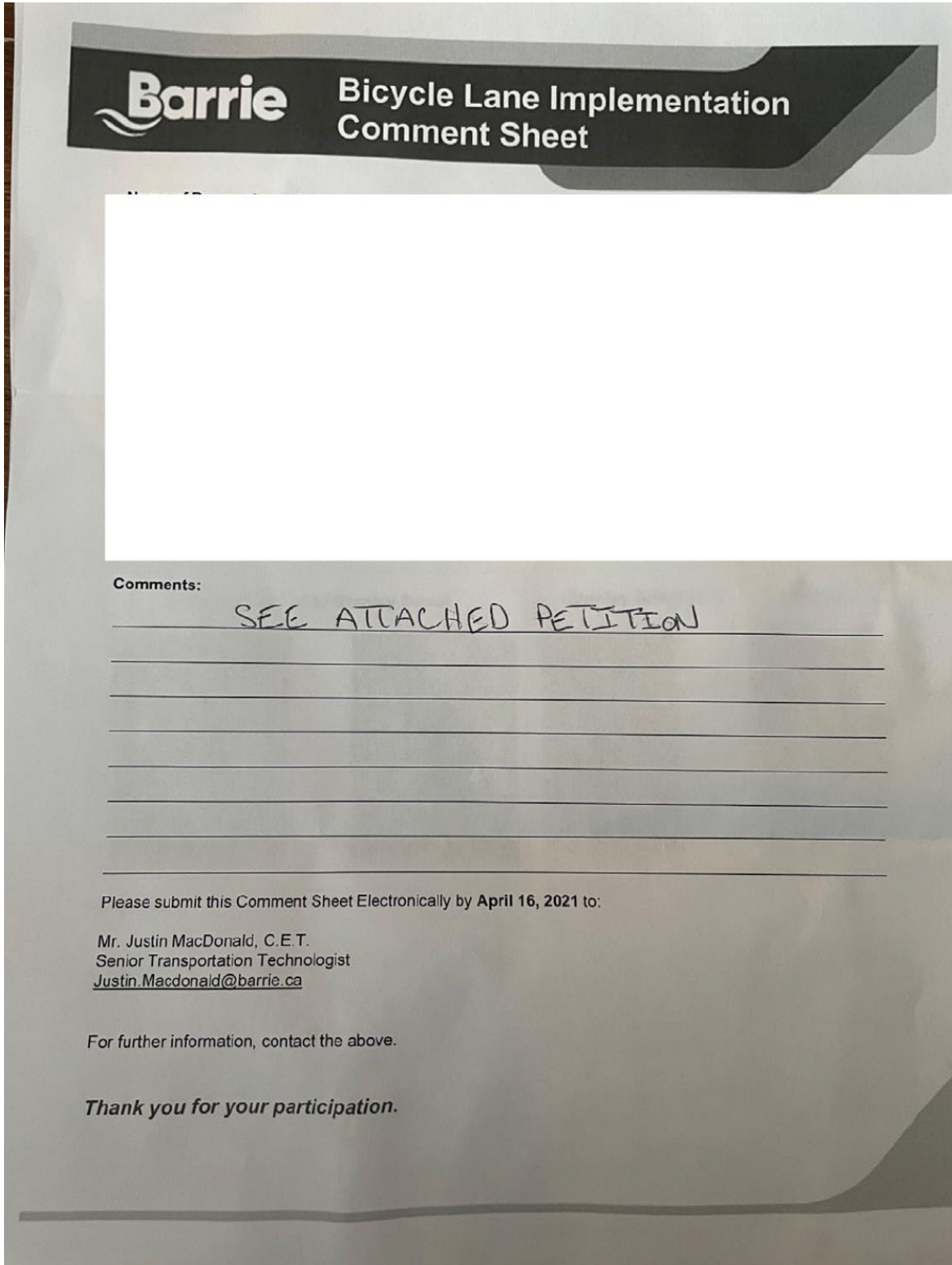
Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.



ATTACHMENT "G" – Public Feedback – Hanmer Street East Petition



Barrie Bicycle Lane Implementation
Comment Sheet

Comments:

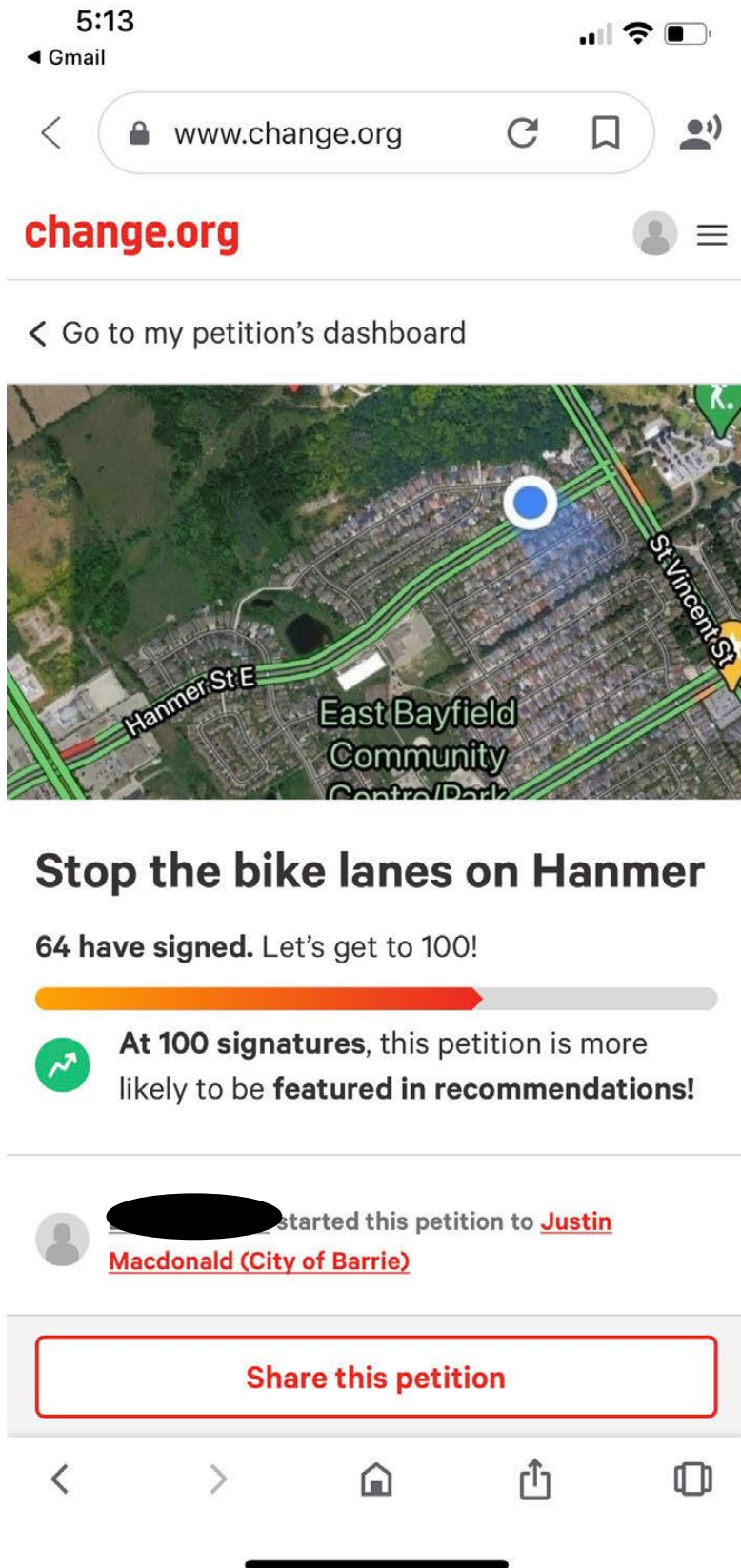
SEE ATTACHED PETITION

Please submit this Comment Sheet Electronically by April 16, 2021 to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.



5:13

◀ Gmail



Help stop the bicycle lanes proposed in our community, specifically on the Hanmer street stretch from Bayfield to St Vincent.

We're currently permitted to park on the street allowing residences to have company to their homes. If bicycle lanes are introduced we will no longer have this available space available for our guests. If you live in this area you have probably been left scratching your head as there are rarely cyclists on our streets. If and when there are cyclists, they're able to safely maneuver parallel around vehicles parked on the streets.

Livingstone street has had these bicycle lanes implemented and seem to be rarely used. Let's not let this happen to Hanmer.

The use of this available space for residents far out weighs the use that cyclists will utilize.

Keep our neighbourhood as it is by signing this petition.

[Share this petition](#)

5:10
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Comments

Name	Location	Date	Comment
[REDACTED]	Barrie, Canada	2021-04-01	"Parking on the road for permanent residents, in my opinion, is far more important than having a bike lane that will hardly be utilized. Please reconsider implementing this change."
[REDACTED]	Barrie, Canada	2021-04-05	"I oppose the bike lane being put on Hanmer east. My kids play in the driveway and I park on the road at the end of my driveway to keep them safe."
[REDACTED]	Barrie, Canada	2021-04-05	"The notice states that the lanes would be used to "encourage safe travel to school by active transportation" however I highly doubt that parents will allow their children to ride their bikes on the road. With that being said having lived in this home for almost 13 years I have never seen cyclists use our street other than school children riding on the sidewalk with their parents walking behind. If these bike lanes are implemented everyone who was using on street parking is going to be parking across the sidewalks causing more harm to children and other pedestrians. There is already issues with bylaw not responding to parking violations now and I can only imagine the chaos not having any on street parking will cause. The notice also states that the lanes will "provide a fully connected route from Koslov Street in the west to Georgian Drive/Johnson Street". Last time I checked Livingstone St East has bike lanes, along with St Vincent thus creating this route without the need for the lanes on Hanmer. M"
[REDACTED]	Barrie, Canada	2021-04-05	"Numbers children walk on our sidewalks, Numerous disabled residents use our sidewalks. No on street parking will definitely lead to people parking over the sidewalks. We rarely have on street cyclists on Hanmer St E. Cyclists tend to be children and parents who only ride on the sidewalks Kids will NOT use bike lanes on the road. The safety of residents should take priority over barely used bike lane."
[REDACTED]	Barrie, Canada	2021-04-05	"Numerous children, pedestrians and disabled individuals using mobility aids regularly use our sidewalks on Hanmer St E. Building bike lanes and not allowing on street parking will most definitely encourage parking over the sidewalks, making their use dangerous. We rarely have on street cyclists on Hanmer St E. Cyclists tend to be children and parents who only ride on the sidewalks. Kids will NOT use bike lanes on the road. On street cyclists have navigated parked vehicles safely up until now. Why should a scarce few cyclists take priority over hundreds other residents? The safety of residents should take priority over"
[REDACTED]	Toronto, Canada	2021-04-05	"To all residents of Hanmer street east and those who visit Hanmer st east, we need to stop this. If this goes through, we will need to walk 200+ Meters to the closest legal parking when company comes over. We will have a parking nightmare when soccer and other events start up at the Sports dome and Catholic school. We all live here because we like the street and the available parking for our family and friends. The neighbourhood was designed with on street parking on Hanmer. Houses are closer to the road prohibiting

Name	Location	Date	Comment
[REDACTED]			parking one car in front of the other in our drive ways. If this goes through, vehicles will be parked everywhere, on lawns and over sidewalks."
[REDACTED]	Barrie, Canada	2021-04-05	"Numerous children, pedestrians and disabled individuals using mobility aids regularly use our sidewalks on Hanmer St E. Building bike lanes and not allowing on street parking will most definitely encourage parking over the sidewalks, making their use dangerous. We rarely have on street cyclists on Hanmer St E. Cyclists tend to be children and parents who only ride on the sidewalks. Kids will NOT use bike lanes on the road. On street cyclists have navigated parked vehicles safely up until now. Why should a scarce few cyclists take priority over hundreds of other residents? The safety of residents should take priority over a few cyclists. I'd expect my tax dollars to keep residents in my community safe, adding bike lanes on Hanmer St E will definitely put residents and my neighbours at risk."
[REDACTED]	Barrie, Canada	2021-04-07	"I do NOT support these bike lanes. Over 9 years of living on this street I can tell you NO child would want to bike on this road and parents would definitely not want their children to bike on them. The speeders on this road are not from this area and are using our street to get to the Duckworth St. Highway ramp. Along with the fact that our driveways are not long enough to accommodate more than 2 vehicles. If the city insists on proceeding with this stupid idea at least make one bike lane on ONE side of the street and allow parking on the other side. But to eliminate all parking when these homes were built with street parking in mind is horrible. Can't wait to see what it does to our property values...."
[REDACTED]	Barrie, Canada	2021-04-08	[REDACTED]

5:09
◀ Gmail



Signatures

Name	Location	Date
	Canada	2021-03-31
	Barrie, Ontario, Canada	2021-03-31
	Barrie, Ontario, Ontario, Canada	2021-03-31
	Barrie, Canada	2021-04-01
	Barrie, Ontario, Canada	2021-04-01
	Barrie, Ontario, Canada	2021-04-01
	Toronto, Ontario, Canada	2021-04-01
	Barrie, Ontario, Canada	2021-04-01
	Barrie, Ontario, Canada	2021-04-01
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	Barrie, Ontario, Canada	2021-04-05
	Barrie, Ontario, Canada	2021-04-05
	Toronto, Ontario, Canada	2021-04-05
	Saint Catharines, Ontario, Canada	2021-04-05
	Barrie, Ontario, Canada	2021-04-05
	Barrie, Ontario, Canada	2021-04-05

Name	Location	Date
	Barrie, Ontario, Canada	2021-04-05
	Barrie, Ontario, Canada	2021-04-05
	Saint Catharines, Ontario, Canada	2021-04-05
	Barrie, Canada	2021-04-05
	Ancaster, Canada	2021-04-05
	Toronto, Ontario, Canada	2021-04-05
	Barrie, Ontario, Canada	2021-04-05
	Barrie, Ontario, Canada	2021-04-06

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◀ Gmail

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[REDACTED]	Barrie, Ontario, Canada	2021-04-01
[REDACTED]	Barrie, Ontario, Canada	2021-04-01
[REDACTED]	Toronto, Ontario, Canada	2021-04-01
[REDACTED]	Barrie, Ontario, Canada	2021-04-01
[REDACTED]	Barrie, Ontario, Canada	2021-04-01
[REDACTED]	Barrie, Canada	2021-04-05
[REDACTED]	Barrie, Canada	2021-04-05
[REDACTED]	Barrie, Ontario, Canada	2021-04-05
[REDACTED]	Barrie, Ontario, Canada	2021-04-05
[REDACTED]	Barrie, Ontario, Canada	2021-04-05
[REDACTED]	Barrie, Ontario, Canada	2021-04-05
[REDACTED]	Barrie, Ontario, Canada	2021-04-05
[REDACTED]	Toronto, Ontario, Canada	2021-04-05
[REDACTED]	Saint Catharines, Ontario, Canada	2021-04-05
[REDACTED]	Barrie, Ontario, Canada	2021-04-05
[REDACTED]	Barrie, Ontario, Canada	2021-04-05


Name	Location	Date
[REDACTED]	Barrie, Ontario, Canada	2021-04-05
[REDACTED]	Barrie, Ontario, Canada	2021-04-05
[REDACTED]	Saint Catharines, Ontario, Canada	2021-04-05
[REDACTED]	Barrie, Canada	2021-04-05
[REDACTED]	Ancaster, Canada	2021-04-05
[REDACTED]	Toronto, Ontario, Canada	2021-04-05
[REDACTED]	Barrie, Ontario, Canada	2021-04-05
[REDACTED]	Barrie, Ontario, Canada	2021-04-06
[REDACTED]	Toronto, Canada	2021-04-06
[REDACTED]	Barrie, Canada	2021-04-06
[REDACTED]	Barrie, Ontario, Canada	2021-04-06
[REDACTED]	Barrie, Ontario, Canada	2021-04-06
[REDACTED]	Milton, Ontario, Canada	2021-04-06

Navigation icons: back, forward, home, share, print

ATTACHMENT "G" – Public Feedback – Bayview Drive Mailout Responses

Lanes are narrow – Heavy Trucks – Install no heavy trucks. By-pass for BBP


Treatment at Burton to transition to Sharrow to get people to Gowan.



Barrie Bicycle Lane Implementation
Comment Sheet

Comments:

SOUNDS LIKE IT MIGHT BE A GOOD
IDEA. BEFORE PAINTING THE LINES
YOU MIGHT REPAVE THE ROAD NORTH
OF LITTLE AS THE ROAD IS VERY ROUGH.
I ASSUME "E" BIKES CAN USE THIS SPACE.



Please submit this Comment Sheet Electronically by April 16, 2021 to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.



Bicycle Lane Implementation Comment Sheet

Name of Respondent: (Please Print)

Comments:

Why not let bikes use the side walk?
A much cheaper alternative! Bike lanes add
Zero value in the winter. My commercial property
taxes are \$30,000 a year for the same service as
my \$4,000 home taxes. Lets reduce commercial property tax
and try to attract business. Bike lanes are an
expensive but minimally useful expense. I will not
use a bike lane, it will be more dangerous to look

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Senior Transportation Technologist
Justin.Macdonald@barrie.ca

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Thank you for your participation.

into my driveway.
Society,