
TO: MAYOR J. LEHMAN AND MEMBERS OF COUNCIL

FROM: S. DIEMERT, P. ENG., MANAGER OF INFRASTRUCTURE PLANNING

NOTED: R. J. FORWARD, MBA, M.SC., P. ENG.
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

C. LADD, CHIEF ADMINISTRATIVE OFFICER

RE: ROSS STREET / COLLIER STREET / BAYFIELD STREET
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT, PHASES 3 & 4 PREFERRED
DESIGN ALTERNATIVE (T05-RO)

DATE: MAY 29, 2017

The Engineering Department is completing Phase 3 & 4 of the Municipal Class Environmental Assessment (Class EA) study for Ross Street / Collier Street / Bayfield Street from Toronto Street to Clapperton Street to determine transportation improvements that will be recommended in future reconstruction projects.

The public consultation process of the Class EA requires that the public, who requested to be kept informed of the Class EA process, be advised of the recommendations prior to consideration by General Committee. To advise the concerned public of the staff recommendations that will be contained in the staff report, the attached letter will be distributed. To ensure that Council has the information at the same time as the public, this memo has been provided with a copy of the letter.

The Draft Phase 3 and 4 Class EA Environmental Study Report (ESR), which contains details of the preferred design alternative, will be available in the Councillors' Lounge for review on May 25, 2017. A PDF version of the Draft ESR is available on the City of Barrie web page at www.barrie.ca/eastudies then scrolling down to the Bell Farm Road & Ross/Collier/Bayfield Streets Transportation Improvements section.

If there are any questions, please contact Brett Gratrix at extension 5117, or e-mail Brett.Gratrix@barrie.ca

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THE CORPORATION OF THE CITY OF BARRIE
Engineering Department
"Committed to Total Service Excellence"

May 29, 2017

File: T05-RO

To: Agencies and Those Who Wish To Be Informed

**RE: Ross Street / Collier Street / Bayfield Street
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative**

The Corporation of the City of Barrie is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) to address transportation improvements on Ross Street, Collier Street and Bayfield Streets from Toronto Street to Clapperton Street, as recommended in the City's Multi-Modal Active Transportation Master Plan (MMATMP), which can be viewed at <http://www.barrie.ca/City%20Hall/growth/Pages/DocumentsResources.aspx>.

The Problem Statement, which sets the framework for this Class EA, is as follows:

"As 40% of the City's growth is designated to occur as infill and intensification, it is critical that the City's existing transportation links are optimized to accommodate this growth. The intersection of Ross and Collier Street with Bayfield Street is not operationally efficient and can contribute to queuing on Collier Street and Bayfield Street. In addition, there are no pedestrian crossing facilities between Sophia Street and Dunlop Street."

The City of Barrie retained BT Engineering in the fall of 2016 to undertake Phases 3 & 4 of the Schedule "C" Municipal Class EA process (Phases 1 & 2 completed as part of the MMATMP); they have since identified a preferred design alternative and prepared a draft Environmental Study Report (ESR).

On November 23, 2016, a Public Information Centre (PIC) was held at City Hall to present a long list of alternatives; please see Appendix "A" for the summary of alternatives presented.

Comments and responses received from the PIC were considered in the development of a preliminary Preferred Design Alternative. The alternatives have been evaluated based on the physical, natural, social, cultural heritage, and economic environments. The Study Team is recommending the following alternatives in order to minimize impacts to property:

Ross/Collier/Bayfield Intersection – 40 m roundabout design with an interim 30 m design option and associated transportation improvements listed below:

ENGINEERING DEPARTMENT

File: T05-RO

-2-

Ross Street / Collier Street / Bayfield Street
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative

May 29, 2017

Preferred Design Alternative	Proposed ROW (meter)	Number of Through Lanes	Bicycle Infrastructure	Side-walk	Median	Official Plan Property Protection (meters)	Ex. No. Parking Stalls	Prop. No. Parking Stalls
Ross Street – Toronto to Bayfield	20	2	bicycle sharrows ⁴	Both sides	N/A	27	No Parking	No Parking
Bayfield Street – Worsley to Ross	see attached roundabout plan	3	bicycle sharrows ⁴	Both Sides	Round-about approach	29	5	0 ¹
Bayfield Street – Ross to Collier	see attached roundabout plan	2	bicycle sharrows ⁴	Both Sides	Round-about approach	Existing ROW matches OP	6	4 ²
Collier Street – Bayfield to Ross	see attached roundabout plan	2	buffered bicycle lanes	Both Sides	Yes	Existing ROW matches OP	10	6 ³

1 – Parallel parking stalls on east side removed to accommodate bicycle lanes/roundabout approach

2 – Parallel parking stalls on west side reduced to accommodate roundabout approach

3 – Parallel parking stalls on north side removed and angle parking on south side converted to parallel parking to accommodate roundabout approach

4 – Bicycle lanes will transition to bicycle sharrows on approach to the roundabout

The Preferred Design Alternative includes a two-stage implementation plan; the initial stage is the interim 30 m roundabout design and the final stage is the 40 m roundabout design. The study will file a Notice of Completion on the 40 m roundabout design which will facilitate staged implementation to mitigate property impacts. The 30 m roundabout design can be implemented in the near-term with reduced property impacts, while the ultimate 40 m roundabout design can be implemented as the area abutting the intersection redevelops. Please see Appendix "B" for drawings illustrating the Preferred Design Alternatives.

On May 3, 2017, a second PIC was held to present the Preferred Design Alternative and solicit input from the public. Public comments received were generally supportive of implementing the roundabout. For a summary of the major concerns raised from both PICs and the City's response to those concerns, please see Appendix "C".

A PDF version of the draft ESR is available on the City of Barrie web page at www.barrie.ca/eastudies then scrolling down to the Bell Farm Road & Ross/Collier/Bayfield Streets Transportation Improvements section. A paper copy of the draft ESR is available for review at the following locations during regular business hours:

City of Barrie
Clerk's Office
City Hall, 1st Floor
70 Collier Street

City of Barrie
Engineering
City Hall, 6th Floor
70 Collier Street

Barrie Public Library
Downtown
Information Desk
60 Worsley Street

Barrie Public Library
Painswick Branch
Information Desk
48 Dean Avenue

ENGINEERING DEPARTMENT

File: T05-RO

-3-

Ross Street / Collier Street / Bayfield Street
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative

May 29, 2017

The above recommendations will be presented to General Committee on June 12, 2017. General Committee's recommendations may be approved by City Council on June 19, 2017. If Council endorses the Preferred Design Alternative, a Notice of Completion will be filed for this project. Request for deputations to Council can be made up to Wednesday, June 14, 2017, 12:00pm. If concerns are raised, which cannot be resolved in discussion with the Corporation of the City of Barrie, the Minister of the Environment and Climate Change may be requested, subsequent to the filing of a Notice of Completion by the City of Barrie, to make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual Environmental Assessments. A Part II Order must be filed within thirty (30) calendar days of the City of Barrie filing a Notice of Completion and must be done so, in writing, to the Minister of the Environment and Climate Change at the address below:

The Honourable Glen Murray
Minister of the Environment and Climate Change
77 Wellesley Street West
Ferguson Block, 11th Floor
Toronto, Ontario
M7A 2T5

If you have any questions and/or concerns, please feel free to contact Mr. Brett Gratrix at (705) 739-4220, extension 5117, or e-mail brett.gratrix@barrie.ca.

Yours truly,



Brett Gratrix, P. Eng.
Infrastructure Planning Engineer

BG/sm

cc: Steve Taylor, BT Engineering
Councillor Romita

ENGINEERING DEPARTMENT

-4-

File: T05-RO

Ross Street / Collier Street / Bayfield Street
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative

May 29, 2017

Appendix A

November 23, 2016 – PIC Alternatives Summary

Ross Street / Collier Street / Bayfield Street Intersection Alternatives

Alternative ID	Description
A	Existing alignment with existing intersection control
B	Existing alignment with signalization
C	Realignment of Collier to Ross with a signalized intersection
D	Realignment of Ross to Collier with a signalized intersection
E	40 m Three-leg roundabout; centred on southwest intersection quadrant
F	35 m Three-leg roundabout; centred on southwest intersection quadrant
G	45 m Four-leg roundabout; centred on southern intersection quadrant
H	35 m Four-leg roundabout; centred on southern intersection quadrant

Ross Street Alternatives

Alternative ID	Description
1	27 m ROW, 3 lanes, buffered bicycle lanes, sidewalks on both sides
2	25 m ROW, 3 lanes, bicycle lanes, sidewalks on both sides
3	20 m ROW, 2 lanes with LTL at intersections, bicycle sharrows

Bayfield Street

Alternative ID	Description
1	20 m ROW, 2 lanes, buffered bicycle lanes, sidewalks on both sides

Collier Street

Alternative ID	Description
1	30 m ROW, 3 lanes, buffered bicycle lanes, sidewalks on both sides, no parking
2	30 m ROW, 3 lanes, bicycle lanes, sidewalks on both sides, parallel parking on south side

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File: T05-RO

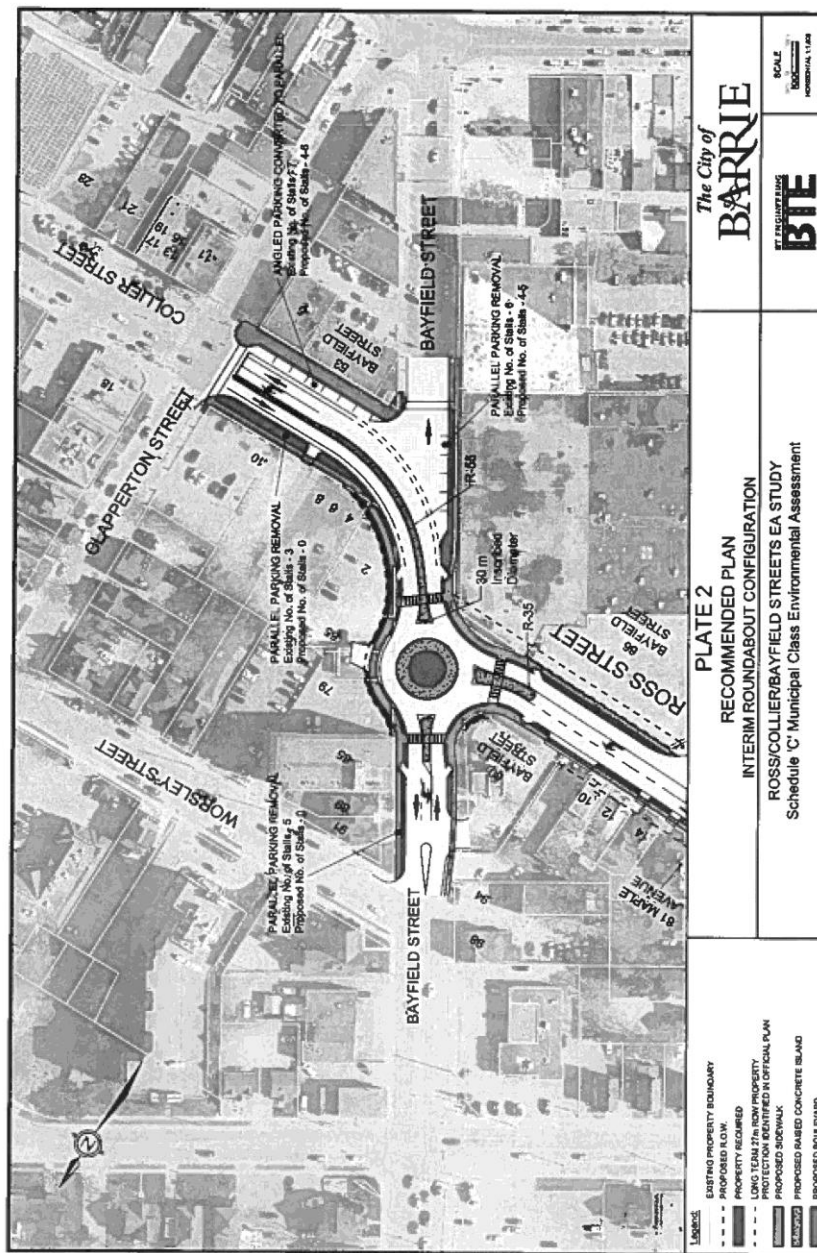
-5-

Ross Street / Collier Street / Bayfield Street
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative

May 29, 2017

Appendix B

Preferred Design Figures



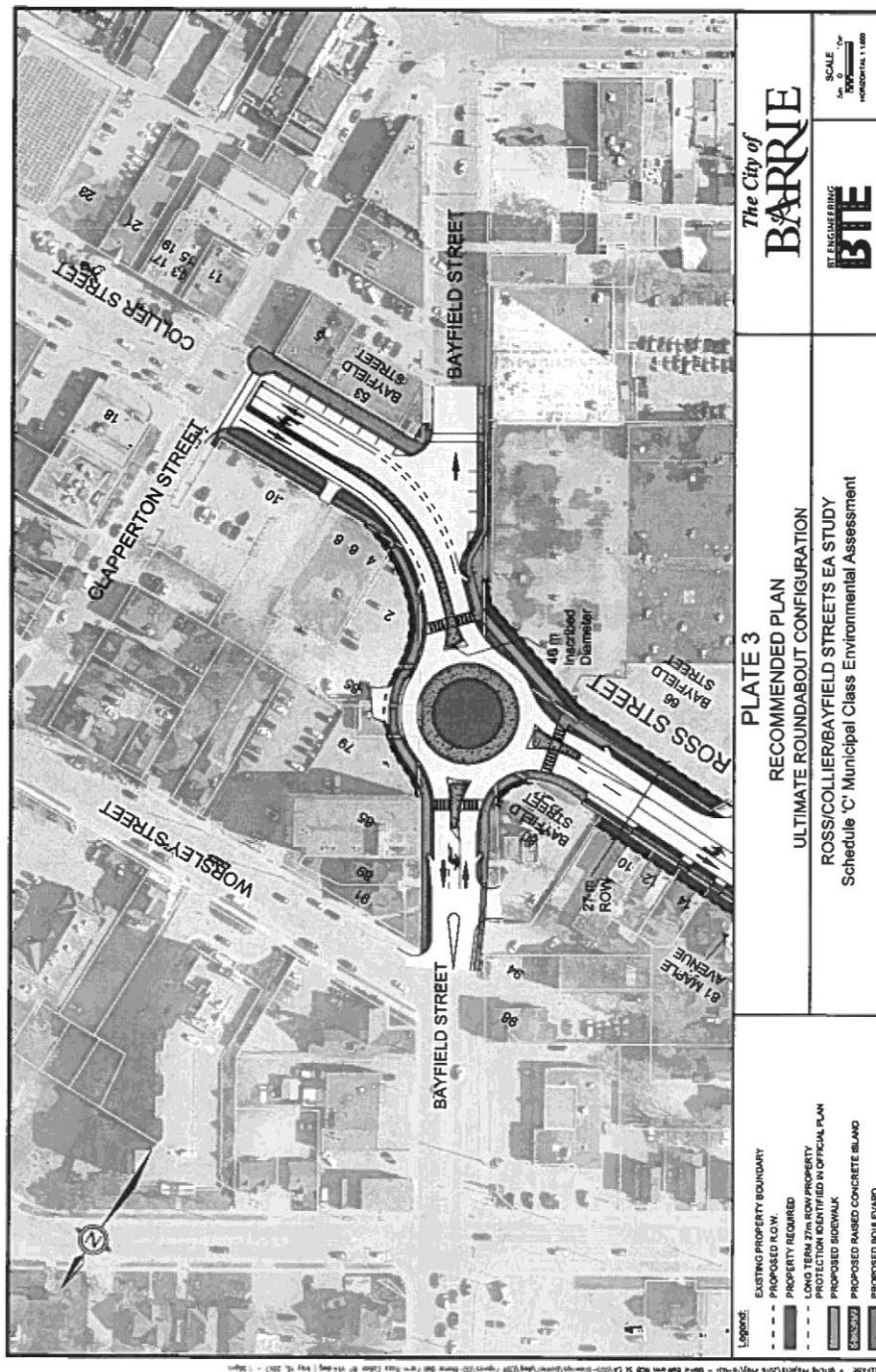
ENGINEERING DEPARTMENT

File: T05-RO

-6-

Ross Street / Collier Street / Bayfield Street
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative

May 29, 2017



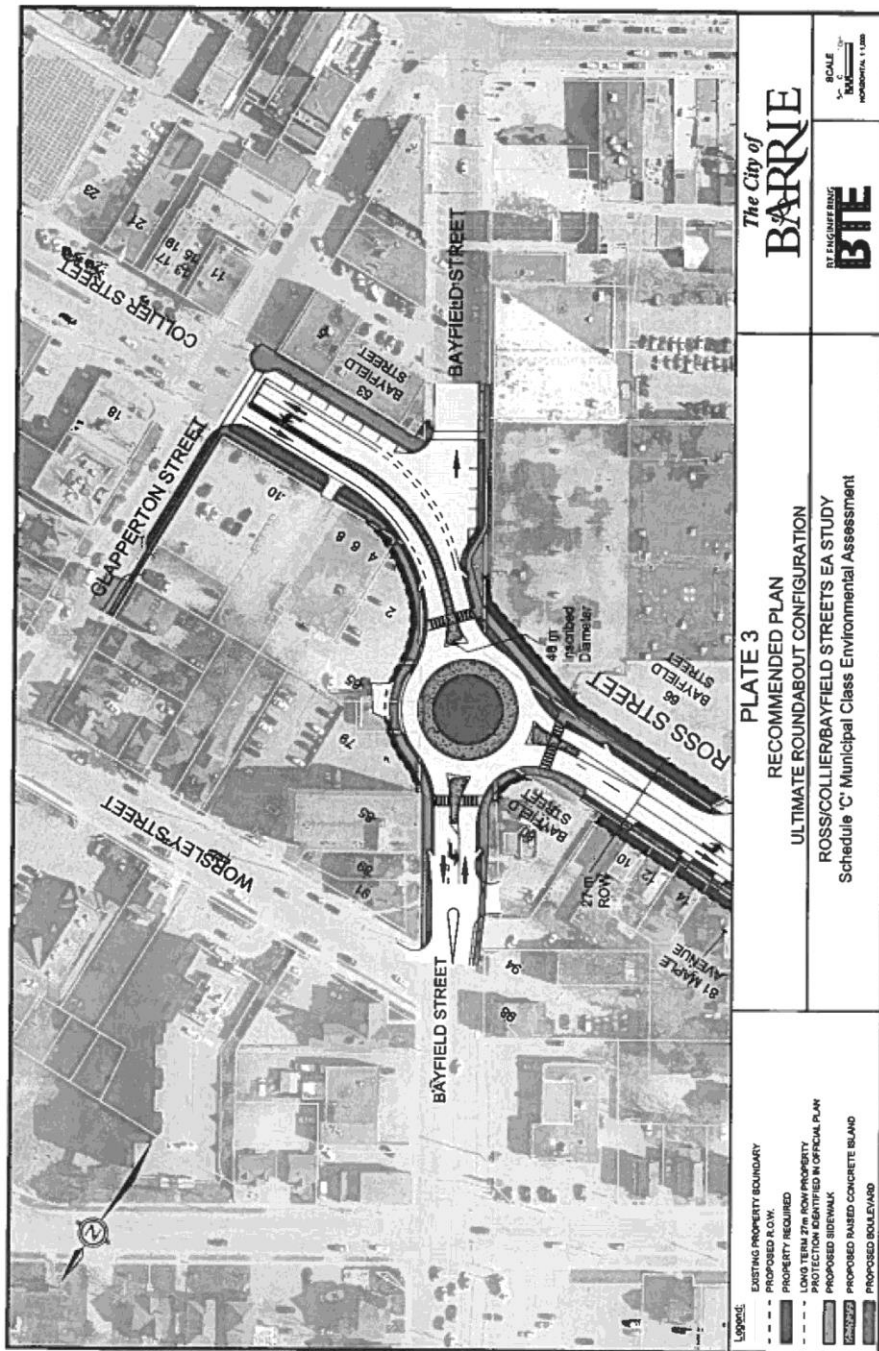
ENGINEERING DEPARTMENT

File: T05-RO

-7-

Ross Street / Collier Street / Bayfield Street
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative

May 29, 2017



ENGINEERING DEPARTMENT

File: T05-RO

-8-

Ross Street / Collier Street / Bayfield Street
Municipal Class Environmental Assessment Phase 3 & 4
Preferred Design Alternative

May 29, 2017

Appendix C

Summary of Major Public and Review Agency Concerns

Comments	Response
Supportive of implementing a roundabout but caution that the City should share information with residents on how to use a roundabout.	<p>The Preferred Design Alternative is based on a 40m diameter roundabout with an interim 30m design option; prior to implementation, the City will share helpful educational resources to residents via the City's webpage and social media on how to safely navigate a roundabout.</p> <p>The following websites provide information on how to navigate a roundabout:</p> <p>http://www.mto.gov.on.ca/english/ontario-511/roundabouts.shtml</p> <p>http://www.regionofwaterloo.ca/en/gettingAround/How-To-Use-A-Roundabout.asp</p>
Concerned about requirements for complete property acquisitions on Ross Street.	<p>The Preferred Design Alternative will generally maintain the existing 20m ROW. As part of development approval, property required for road widenings identified in the official plan would be required to be conveyed to the City.</p>
Roundabouts are difficult for cyclists to navigate.	<p>Roundabouts slow vehicular traffic as they approach and proceed through the roundabout; cyclists are encouraged to navigate the roundabout in the same position as a car; alternatively, cyclists can choose to dismount and walk their bicycle on the sidewalks to navigate through the intersection. Bicycle sharrows will be placed on the road surface to remind motorists of the position that cyclists are expected to utilize when navigating the roundabout.</p>
Maintaining Truck Access	<p>The Preferred Design Solution will maintain the existing City of Barrie Permissive Truck Route for transport trucks (southbound Bayfield Street to eastbound Collier Street, westbound Collier Street to northbound Bayfield Street).</p> <p>The interim 30m roundabout design restricts truck movements to the Permissive Truck Route only (southbound Bayfield Street to eastbound Collier Street, westbound Collier Street to northbound Bayfield Street) as the roundabout is not large enough to allow other movements.</p> <p>The ultimate 40m roundabout design will allow additional truck movements with the only restriction being southbound Bayfield Street to westbound Ross Street.</p> <p>Transit and emergency vehicles will be able to make all movements for both the interim and ultimate designs.</p>