

Deputation to Council on Monday, June 18, 2018

Good evening Mayor Lehman and Council. Thank you for allowing me to present this evening on such short notice.

My name is Barbara Mackie and I've been a resident of Barrie for 18 years and have resided in Allandale for the past 6 years. The proposal to create and an additional transit hub with 575 city buses per day moving into our neighbourhood is a serious concern to me regarding security, traffic, costs and the depreciation of my home.

The proposed transit hub has been promoted as "creating a mobility hub in the heart of Barrie". The "heart of Barrie" is NOT in Allandale. The idea that a transit hub does not belong downtown on our waterfront with all amenities available, but somehow does belong on our waterfront in Allandale with no amenities is very difficult to accept. I realize the recommendation to general committee pertains to the design concept, funding and transit route modifications for the new transit hub. However, the recommendation, which was not held by one city councilor despite its magnitude, and which included a 295 page staff report, is the only opportunity to address the proposed location of the transit hub. Many Allandale residents feel we were not given the opportunity to voice opinions on the location of a new bus station, despite the obvious impact to our quiet, close knit neighbourhood of historic homes. The first we heard of the creation of a main transit hub in Allandale was during the presentation of a proposed new Public Market. The support of this market is not surprising. I believe residents are excited, as am I, about the long overdue restoration of a city facility that has been neglected for many years. However, the extraordinary cost related to the proposed market, subsequent predicted deficits and establishing 2 new transit hubs, all amenities and additional security will be at the cost of taxpayers. Unlike the positive social media posts, details are contained within hundreds of pages of staff reports. The limited public consultation regarding the proposed bus station did not involve any questions related to the location, but asked only what amenities we would like to see when it is established in Allandale, as there are no amenities. It is also a possibility that the focus on the public market and the need to relocate transit riders, who could deter the potential customers, as noted in the public market staff report, is more important than an appropriate location for the transit hub.

We are all very aware of the need for security in our downtown and at our current bus station. A new transit hub will not eliminate the need for security downtown but will also require security for the new location. This year our city council agreed to increase the budget for our public library which was needed for security and with this reactive solution, rather than a proactive one, we should be concerned about creating new areas that will result in the need for additional security, increasing our tax dollars. I walk by myself through the GO Train regularly

and I have never felt the need for security in the past 6 years. The need for security, which will be the result of adding a new city bus terminal, is disconcerting.

The Allandale Transit Hub feasibility study provides a traffic count analysis with an unacceptable Level of Service at Tiffin and Lakeshore. This study was done in February, prior to intensification projections, the many highly attended summer events and the proposed addition of 575 buses a day! It is very likely this increase in traffic will make it extremely difficult for Allandale residents to drive to or from our homes. We have the luxury of walking to our waterfront or downtown however, it is already dangerous to try and cross at Lakeshore and Tiffin. Past council decisions, specifically the reconfiguration of Lakeshore Drive, were based on studies showing a reduction in traffic on Lakeshore Drive and the increase in traffic on Bradford Street. This has not been the case and has contributed to the traffic issues at Lakeshore and Tiffin, the same intersection that hundreds of proposed additional buses are expected to turn right past the Farmhouse. The intersection at Lakeshore, Tiffin and Essa has always been dangerous, with many driving on Bradford towards Essa crossing over into both lanes. This intersection is proposed to accommodate the additional daily city buses turning left, as it is believed that the left turn on to Tiffin Street, just meters from the current left turn into the Go Train terminal, will somehow help to reduce the current traffic congestion.

I understand the mandate for growth and intensification specifically along the Essa Road corridor, but I question whether we are upgrading our infrastructure to match this growth. I also question whether locating the main transit hub for the city of Barrie is making the best use of our resources. The tremendous public support for cleaning up our downtown transit hub is commendable but what will it do to the future of Allandale?