Staff Report

To	General Committee
Subject	St. Vincent Street Road Diet – Blake Street to Codrington Street
Date	May 7, 2025
Ward	1 and 2
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV013-25

Recommendation(s):

1. That cycling lanes be implemented on St. Vincent Street from Codrington Street to Blake Street.

2. That Traffic By-law 2020-107 Schedule "1" "NO PARKING ANYTIME" be amended by adding the following:

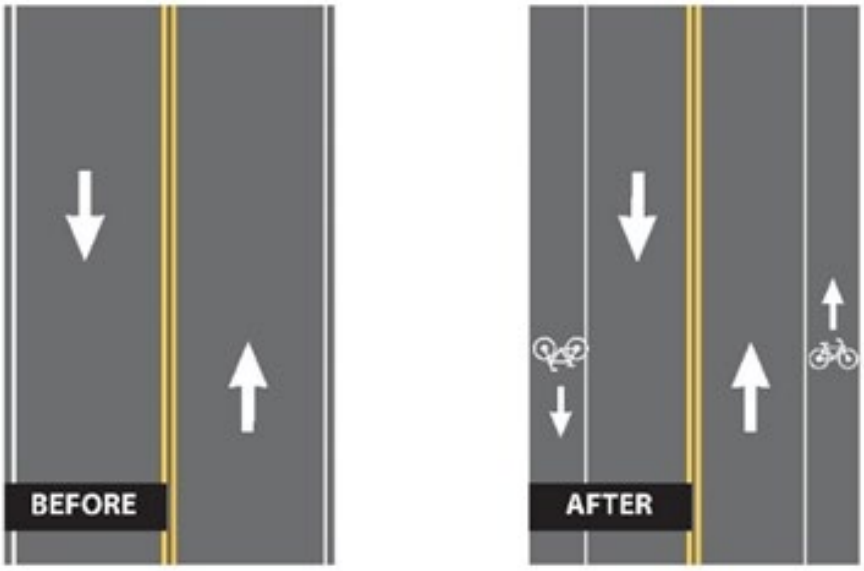
St. Vincent Street	Both sides from Blake Street to Codrington Street

Executive Summary:

The purpose of this staff report is to seek Council approval to implement a road diet to add cycling lanes on St. Vincent Street from Blake Street to Codrington Street by adding pavement markings and prohibiting on-street parking.

Key Findings:

Cycling lanes are being proposed on St. Vincent Street from Blake Street to Codrington Street to provide network connectivity between cycling lanes on Blake Street and Duckworth Street. The cycling lanes will be added by narrowing travel lanes, prohibiting on-street parking and adding pavement markings. This reconfiguration is a type of a road diet. The street reconfiguration is illustrated in the figure below:



The City is developing a connected cycling network following recommendations in the City's Transportation Master Plan (refer to Appendix A for the current cycling network and Appendix B for the planned 2041 Cycling Network). The cycling network is being implemented using physical construction as well as employing retrofit opportunities where space on existing streets can be reallocated to accommodate cycling infrastructure.

This segment of St. Vincent Street is a suitable cycling retrofit candidate. St. Vincent Street is classified as an arterial street with approximately 3,500 vehicles per day (at this segment) and a posted speed limit of 50 kilometres per hour. This segment does include an approximately 10% grade, which can be physically challenging for users; however, the grade is reflective of area topography. An existing sidewalk will allow users to walk their bicycles uphill if required.

While users may prefer a physically separated cycling lane, with no planned capital works in the immediate future, the retrofit of cycling lanes provides an opportunity to rapidly and cost effectively implement an incremental improvement for cyclists as compared to existing conditions by creating a designating space for cyclists to utilize. The cycling lane retrofit does not preclude the ability to upgrade the facility type in the future.

If approved by Council, the cycling lanes would be implemented this year. The implementation of these cycling lanes does not require provincial approval as they do not require the removal of vehicle travel lanes.

Financial Implications:

The cost for pavement markings and installation of no parking signs is $7,000.00 The project will be funded by EN1265 – Cycling Retrofits Program. Bi-annual line painting will require an operational budget increase of $2,000.00.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 – General Committee could maintain the existing street configuration. This alternative is not recommended as the retrofit of cycling lanes provides a quick-win opportunity to create a designated space for cyclists in a manner that is affordable and with minimal impact as no physical construction is required.

Alternative #2 – General Committee could alter the proposed recommendation by requesting staff to implement an urban shoulder (in lieu of a designated cycling lane) and maintain on-street parking. This alternative is not recommended as the provision of on-street parking on arterial streets can introduce safety concerns and does not prioritize the movement of residents, which the City's arterial (and collector street) network plays a critical role.

Strategic Plan Alignment:

Affordable Place to Live		
Community Safety	**X**	Narrowing travel lanes to accommodate cycling lanes aides in reducing vehicle travel speeds.
Thriving Community		
Infrastructure Investments	**X**	The proposed cycling retrofit supports active transportation.
Responsible Governance	**X**	The proposed cycling retrofit supports financial stewardship by repurposing existing infrastructure to support multi-modal transportation needs.

Additional Background Information and Analysis:

<u>Planning Policies Guiding Active Infrastructure Implementation</u>

The City's multi-modal transportation system is directed by Provincial and Municipal Plans that include:

- Provincial Planning Statement
- City of Barrie Official Plan
- City of Barrie Transportation Master Plan

With supporting policies:

- City of Barrie Climate Change Adaptation Strategy

- City of Barrie Community Energy and Greenhouse Gas Reduction Plan

Cycling Infrastructure Implementation

Cycling infrastructure implementation is guided by the City's Transportation Master Plan (TMP). The TMP includes a comprehensive strategic plan for planned growth to 2041 and includes a City-wide multi-modal transportation network that supports all road users.

Cycling infrastructure is primarily implemented in three ways:

Capital Road Projects – cycling infrastructure is generally included as part of road widening projects with recent examples including Duckworth Street, Bryne Drive South Extension, and the Veterans and McKay Intersection Improvements. These projects are major construction projects that allow for the construction of physical cycling infrastructure, most of which is off street, separated from vehicular traffic.

Greenfield Growth Areas – cycling infrastructure is included on the collector street network located in new residential subdivisions in the Salem and Hewitt's communities. The cycling infrastructure is being built by developers.

Cycling Infrastructure Retrofits / Road Diets – this includes the implementation of cycling lanes by re-allocating underutilized road space to create dedicated cycling lanes or urban shoulders depending on the street context and available space. These projects are implemented on roadways that are not subject to near-term capital works and provide an opportunity to implement cycling infrastructure in a timely and cost-effective manner.

Cycling Infrastructure Built

The City has implemented 70 kilometres of cycling infrastructure (and cycling supportive infrastructure). The following table summarizes the quantity of cycling infrastructure within the City:

Facility Type	**Length (km)**
Cycle Tracks	2
Multi-use Paths	9
Bicycle Lanes	42
Urban Shoulders / Paved Shoulders	17

Consultation and Engagement:

Staff completed a mailout to property owners and tenants within 120 metres of the proposed cycling lanes seeking feedback on the proposed cycling lanes. Seventeen residents responded with ten in favour and seven against. Appendix C includes resident comments, concerns raised with responses and a copy of the letter mailed.

Environmental and Climate Change Impact Matters:

The following environmental and/or climate change impact matters have been considered in the development of the recommendation:

The development of the City's cycling network supports a mode shift from automobiles reducing greenhouse gas emissions associated with transportation. Retrofitting cycling lanes by repurposing existing physical infrastructure avoids the need for heavy construction and associated greenhouse gas generation.

Appendix:

Appendix A – Existing Cycling Network
Appendix B – 2041 Cycling Network
Appendix C – Resident Feedback

Report Author:

B. Gratrix, P. Eng., Senior Project Manager – Transportation Planning, Development Services

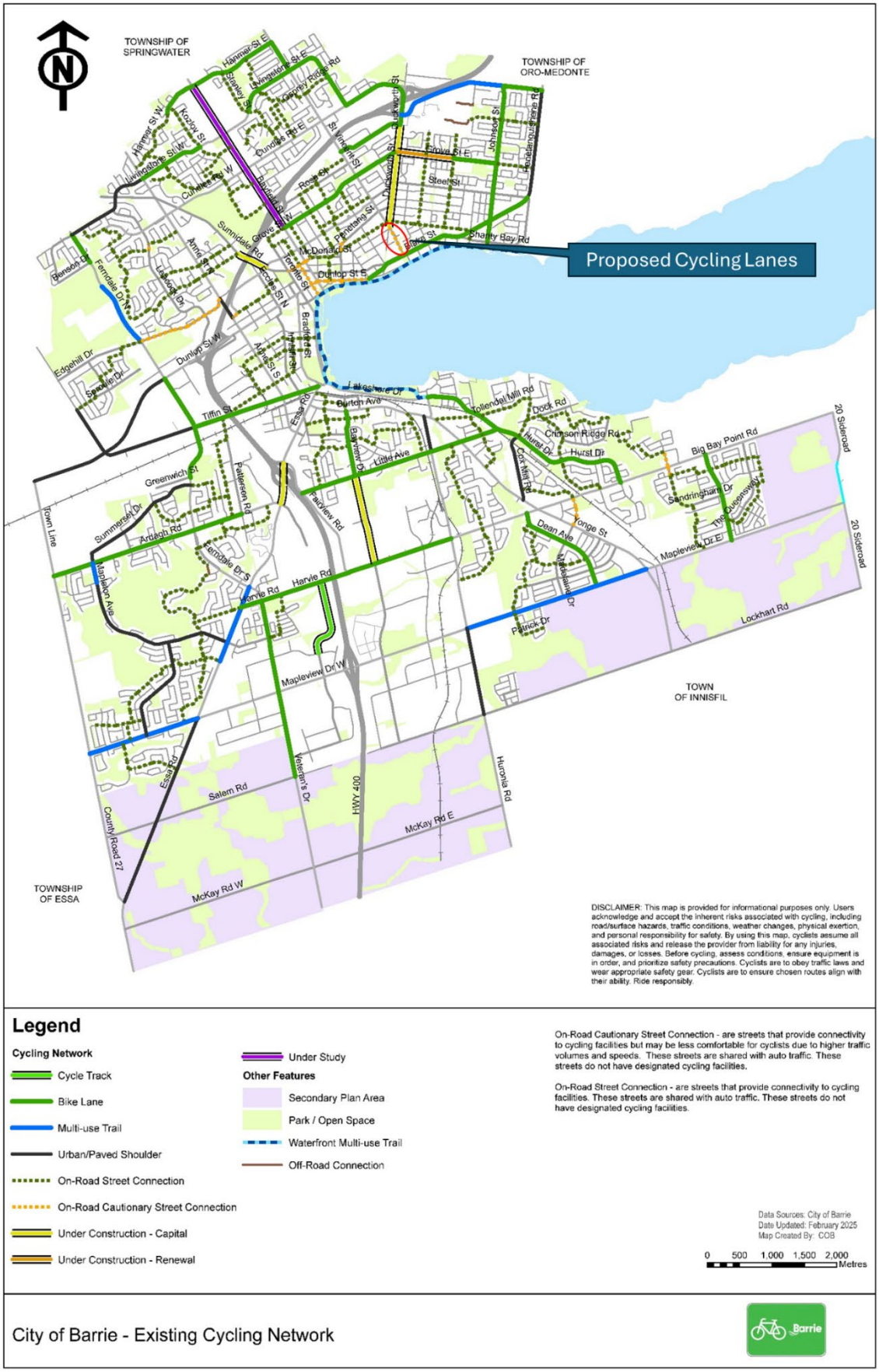
File #:

Not Applicable

Pending #:

Not Applicable

Appendix A – Existing Cycling Network



Appendix B – 2041 Cycling Network

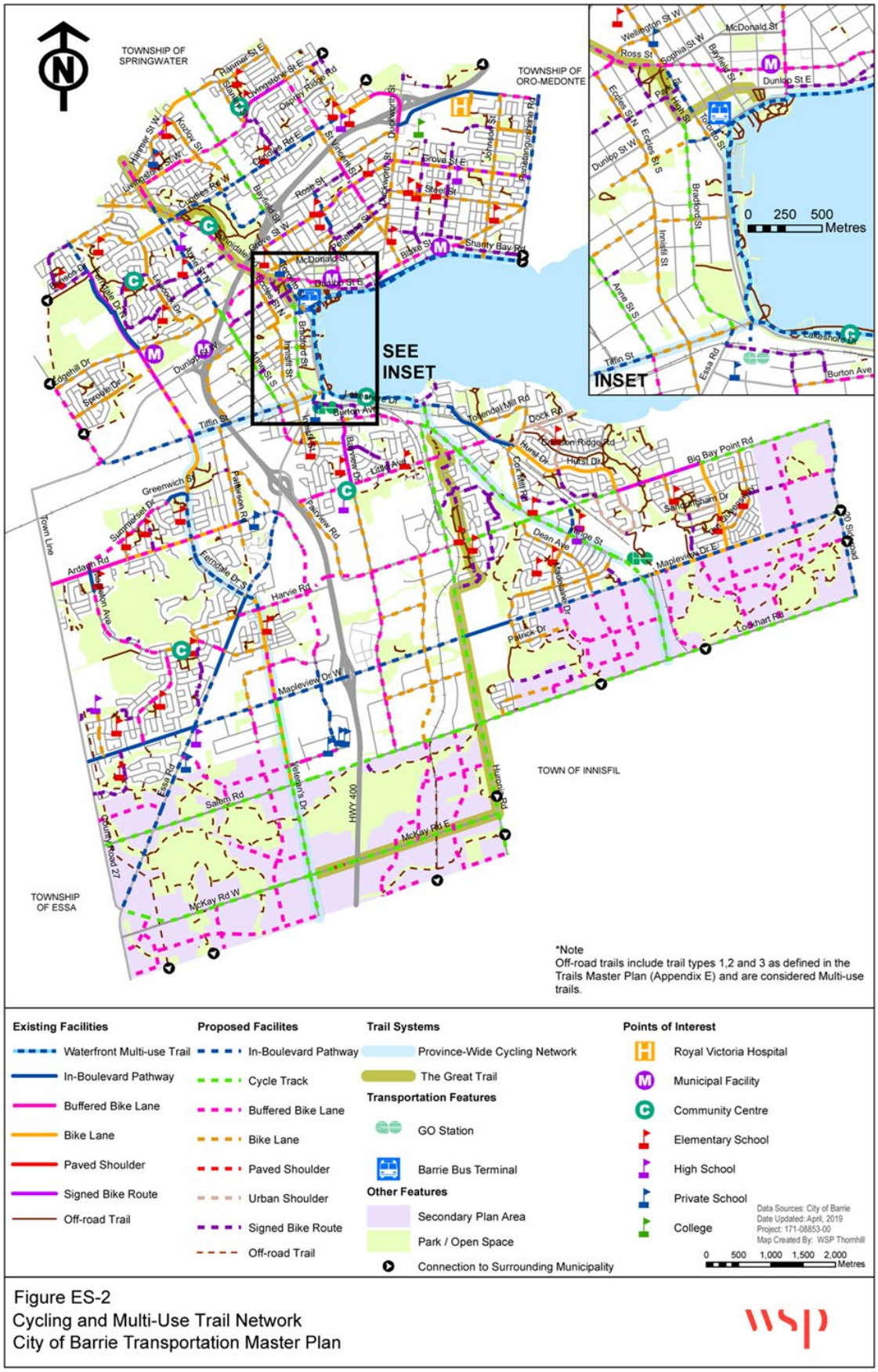


Figure ES-2
Cycling and Multi-Use Trail Network
City of Barrie Transportation Master Plan

Appendix C – Resident Feedback

Feedback from mailout to area residents (owners and occupants):

Do you support the installation of cycling lanes?	Please Explain Your Choice
Yes	Giving residents the freedom to choose whatever mode of transport they wish is a good thing. If the bike lanes are well thought out, they provide a safe alternative to driving for those who are willing and able. As a driver in the area, I support this as it cuts down on the number of cars (particularly drivers working locally like at RVH or Georgian College). I would bike to work more often if these lanes are implemented. My kids would possibly bike more often to school, too.
Yes	I cycle this route.
Yes	This will make it easier for cyclists to get around town. Sounds like a good plan 👍
Yes	I walk that route frequently and at times I have been forced to walk on the road when others are walking on the only sidewalk. Bike lanes would enhance pedestrian safety as well as cyclist safety. Drivers would also have more space.
Yes	They will provide safer riding for cyclists going south, and will slow down vehicle traffic in all directions by resulting in a narrowing travel lane. I don't really foresee a net benefit for cyclists going north bound as the grade of climb of st Vincent St is extremely steep.
Yes	It is great to expand the network of cycling lanes, particularly in areas where street parking is not needed and wide enough. I would be more concerned about this if there were lots of houses with small driveways who need parking but this seems like an appropriate place for cycling lanes.
Yes	The street is wide enough in that area to facilitate having lanes and I'm in favour of more bike lanes in general.

Do you support the installation of cycling lanes?	Please Explain Your Choice
Yes	I think it is smart to have bicycle lanes on all roads, where possible, to make it safer for cyclists. I ride my bike and it can be very dangerous when there are not bike lanes!
No	I walk that section of St Vincent almost daily and have rarely seen a bicyclist on this hill…it is a steep hill to be avoided by most. Seems a waste of tax dollars if won't be used.
No	Blake street is a very busy street and it is difficult enough to get out of my driveway safely without the extra bike traffic. There is a bike path one street south so it doesn't make sense to me to add one so close to the other. I'm all in favour of bike paths and use them myself but I think the resources would be better spent where there is a lack of bike paths.
No	Only after a sidewalk has been completed to the Duckworth intersection. Children living on the west side of St. Vincent street need to walk on the road to get to the crosswalk to Codrington school.
No	The proposed bike lane on St. Vincent St would significantly reduce the width of the existing lanes, causing issues for the flow of traffic. Narrower lanes would create bottlenecks, particularly when drivers need to make a left turn off of St. Vincent. Additionally, the road serves as a main thoroughfare for drivers in the East end, reducing its capacity would negatively impact the community's ability to move efficiently.
Yes	Seems like a great idea, there is enough room, driving lanes are quite wide. We don't have sidewalks on our side of the street, cycling lane would be helpful.
No	Although we support cycling lanes in principle, St. Vincent between Blake and Codrington makes no sense whatsoever due to the steep incline on St. Vincent. Anyone who chooses to bike up this hill must be in top physical condition and it has been very rarely that we have ever seen anyone attempt this feat. On level or reasonably level ground these lanes make sense but not with this street or Dundonald. Please save the money and devote it to another roadway where it will get some use. Perhaps the people who are deciding on this matter would like to try and scale this hill to get a sense of the difficulty and resultant lack of use it would see.

Do you support the installation of cycling lanes?	Please Explain Your Choice
No	The reasons I do not want bike lanes on Blake St are the following: 1. I live in an apartment that has no guest parking and the road is the only option to park. 2. They are not needed due to the waterfront trail running the same as Blake St to the downtown core. I ride my bike often in the summer and go straight to the rail trail and ride downtown and back. 3. It is far safer to ride on the lakeshore then on Blake St.
Yes	The dedicated bike lanes will provide more safety for cyclists and should eliminate people having to bike on the sidewalk for fear of using the road.
No	We do not have a garage, we park in the driveway, therefore there are often times when the pool company or Bell or Rogers or other companies need to park on the street outside our house. There is not enough space in our driveway. Also the hill is extremely steep here so you rarely see cyclists, particularly going uphill! They walk on the existing sidewalk on the east side of the street. Generally bike lanes are a great idea, but not here due to lack of available parking.

Concerns raised by residents with responses:

Concern	Staff Response
This segment of St. Vincent Street is too steep for cyclists.	Cyclists traveling north (uphill) can choose to walk their bicycle on the sidewalk if needed, while those who can navigate the uphill grade will be able to do so using the cycling lane. Electrically assisted bicycles, which are becoming more common, also help reduce the effort required for steeper grades. Cyclists traveling south are not impacted.
Bike lanes will make it more difficult to access my property.	The addition of cycling lanes is anticipated to improve access by acting as a traffic calming measure, helping to reduce vehicle travel speeds through lane narrowing.
Construct a sidewalk on the west side of St. Vincent Street sidewalk before installing cycling lanes.	The City has an active sidewalk infill program. The current program's focus is addressing streets with no sidewalks that serve vulnerable road users.
The cycling lanes will cause traffic congestion / reduce the capacity of the street.	The cycling lanes will not cause congestion as no travel lanes are being removed. The cycling lanes are being implemented by reallocating space from on-street parking to cycling lanes.
Loss of on-street parking for service vehicles / short term parking.	This is an impact to some residents on this street segment. Short term stopping is permitted. Longer term parking needs can be challenging. While inconvenient, nearby local streets can be utilized. Staff are cognizant of the impacts that the addition of cycling infrastructure can create when on-street parking is removed; however, there is a need to prioritize the movement of people on the City's arterial (and collector) street network. Additionally, as the City grows and traffic volumes rise, on-street parking is being eliminated on the remaining arterial streets where it is allowed to improve safety.
Other North-South bicycle lanes exist (Johnson Street).	The City's planned active transportation network includes cycling infrastructure on most arterial and collector streets. While Johnson Street does have cycling lanes, this addition serves a separate area of the City.

Letter to property owners and occupants:

THE CORPORATION OF THE CITY OF BARRIE

Barrie

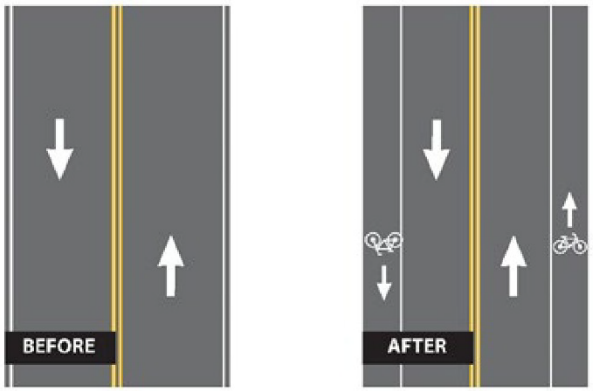
January 10, 2025

To Property Owners and Tenants:

RE: CYCLING LANE IMPLEMENTATION – ST. VINCENT STREET FROM BLAKE STREET TO CODRINGTON STREET

The City is seeking feedback on the implementation of cycling lanes on St. Vincent Street from Blake Street to Codrington Street. The proposed cycling lanes will eliminate a network gap by connecting cycling lanes on Duckworth Street (under construction) and Blake Street (installed this year).

The cycling lanes will be implemented by narrowing the travel lanes and removing on-street parking. Short duration stopping, such as parcel deliveries or pick-up / drop-offs can still occur. The cycling lanes will be delineated with new pavement markings as illustrated below. The proposed cycling lanes do not require the removal of traffic lanes and do not impact traffic flow. If approved by Council, implementation is planned to occur in 2025.



To provide feedback, please complete the online form accessible at https://forms.office.com/r/3ySGPNyF4P or by scanning the QR code below by February 14, 2025. Completing this form will also allow you to be notified when recommendations will be submitted to Council.

For information on the City's multi-modal transportation strategy and frequently asked questions related to the implementation of cycling projects, please visit https://www.barrie.ca/services-payments/transportation-parking/active-transportation.

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Yours truly,

THE CITY OF BARRIE

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cc: Councillor Clare Riepma, Ward 1
Councillor Craig Nixon, Ward 2
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