



**DEVELOPMENT SERVICES  
MEMORANDUM**

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**TO: MAYOR A. NUTTALL AND MEMBERS OF COUNCIL**

**FROM: F. PALKA, SENIOR MANAGER DEVELOPMENT SERVICES, EXT. 4445**

**WARD: 4, 6, 8 AND 9**

**NOTED: M. BANFIELD, RPP, EXECUTIVE DIRECTOR OF DEVELOPMENT SERVICES**  
**M. PROWSE, CHIEF ADMINISTRATIVE OFFICER**

**RE: ROAD RIGHT-SIZING: COXMILL ROAD, LIVINGSTONE STREET, MADELAINE DRIVE AND SUMMERSET DRIVE**

**DATE: MAY 8, 2024**

The purpose of this Memorandum is to inform members of Council of planned cycling supportive pavement marking modifications in 2024.

Staff are planning to implement road right-sizing projects on the following streets this Fall.

<b>STREET</b>	<b>ROAD RIGHT-SIZING ADJUSTMENT</b>	<b>CYCLING SUPPORTIVE MODIFICATION</b>	<b>CHANGE IN PARKING PERMISSIONS</b>
Coxmill Road – Yonge Street to Hurst Drive	Lane Narrowing	Urban Shoulders	No Change
Livingstone Street – Ferndale Drive to Anne Street	Lane Narrowing	Urban Shoulders	No Change
Madelaine Drive – Mapleview Drive to Yonge Street	4-lanes (2 lanes per direction) to 3-lanes (1 lane per direction and two-way left turn lane)	Urban Shoulders	No Change
Summerset Drive – Ardagh Road to Ferndale Drive	Lane Narrowing	Urban Shoulders	No Change

The proposed road right-sizing projects reallocate road space by narrowing (or removing) travel lanes to create space for bicycling lanes or urban shoulders. Staff are planning to implement urban shoulders. An urban shoulder is an area adjacent to the street edge delineated with a white edge line pavement marking. These modifications are recognized to calm traffic with similar installations resulting in reduced travel speeds. The 4-lane to 3-lane conversion yield the greatest traffic calming benefits with additional speed reductions, traffic volume reductions and improved driveway access.

Urban shoulders have been selected recognizing the anticipated initial lower use by cyclists and serving as a transitional solution that creates space for both cyclists and on-street parking. Parking permissions do not change with the application of an urban shoulder. Appendix “A” illustrates an urban shoulder. Appendix “B” illustrates the integration of these streets with the overall City cycling network. Appendix “C” illustrates the proposed 2041 cycling network.

Staff plan to observe usage over a minimum of two full summer seasons and report back to Council. Staff will assess converting the urban shoulder to a designated bicycle lane as part of that report.



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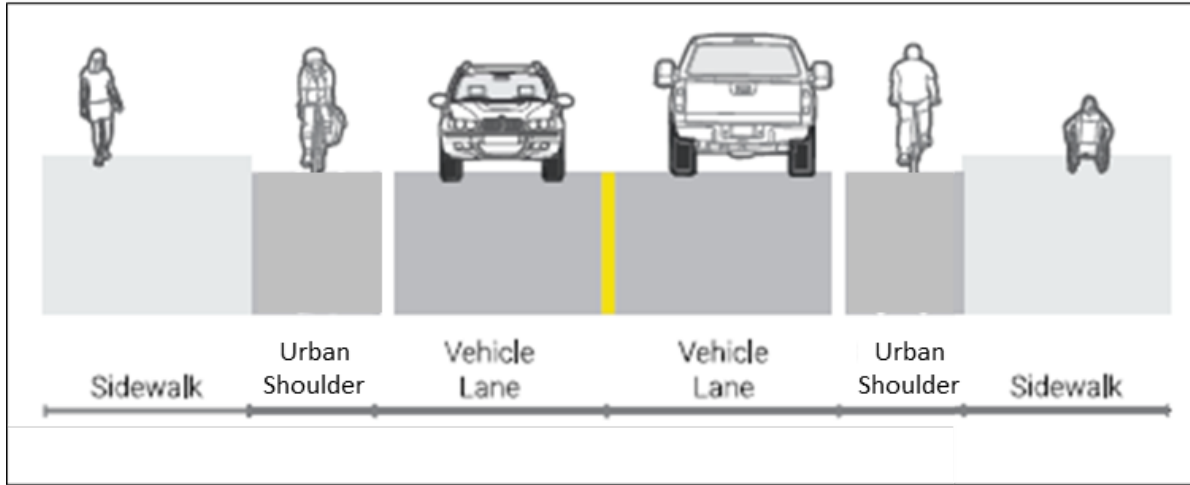
Letters will be mailed to residents on the noted streets advising of the planned pavement marking modifications.

Please contact Brett Gratrix, Senior Project Manager – Transportation Planning, at 705-739-4220, ext. 5117 for more information.

APPENDIX "A"

Urban Shoulder Illustrations

Urban Shoulder Schematic

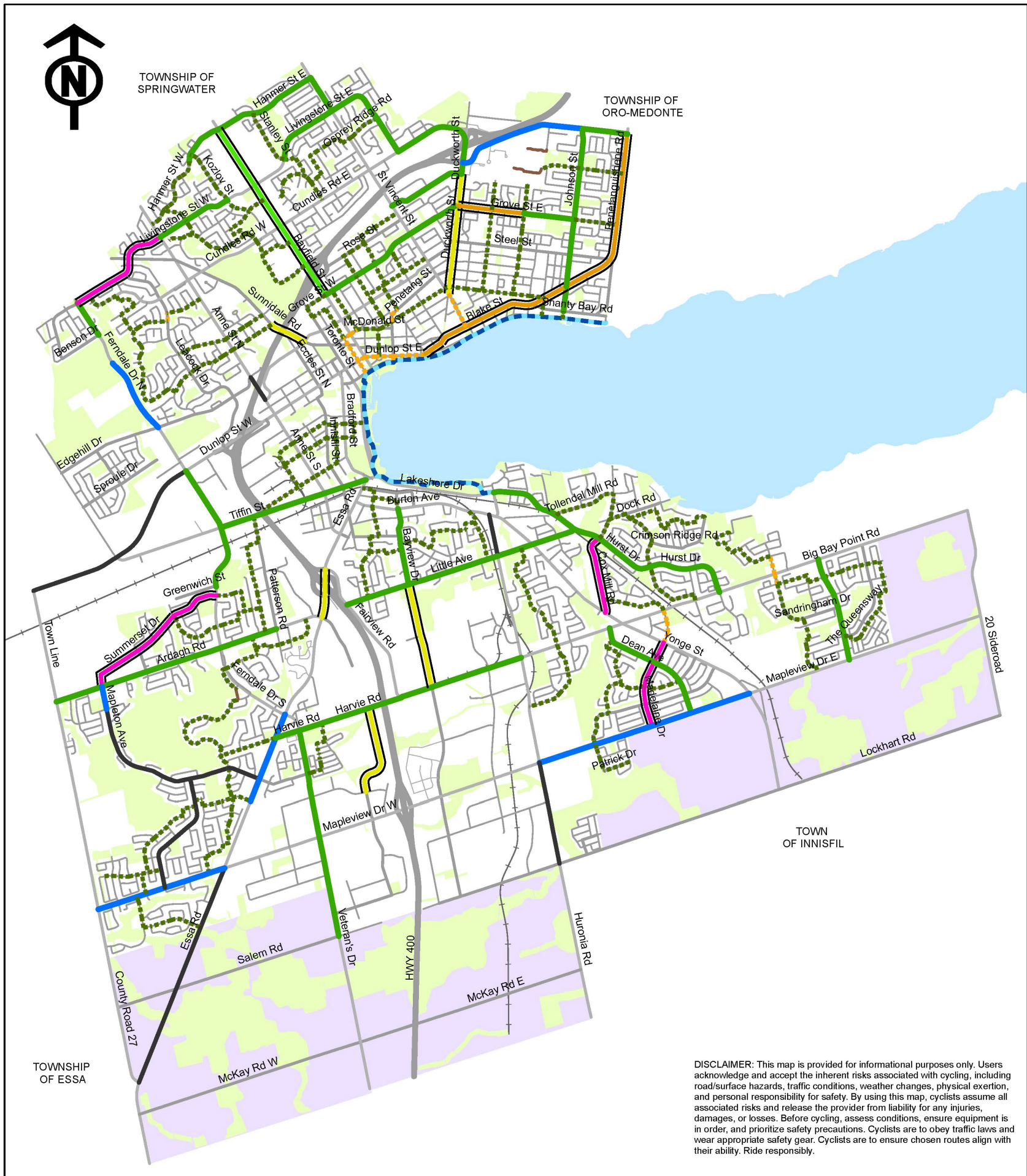


Mapleton Avenue Urban Shoulder (image source: Google)





APPENDIX "B"  
City Cycling Network



DISCLAIMER: This map is provided for informational purposes only. Users acknowledge and accept the inherent risks associated with cycling, including road/surface hazards, traffic conditions, weather changes, physical exertion, and personal responsibility for safety. By using this map, cyclists assume all associated risks and release the provider from liability for any injuries, damages, or losses. Before cycling, assess conditions, ensure equipment is in order, and prioritize safety precautions. Cyclists are to obey traffic laws and wear appropriate safety gear. Cyclists are to ensure chosen routes align with their ability. Ride responsibly.

**Legend**

**Cycling Network**

- Bike Lane
- Multi-use Trail
- Urban/Paved Shoulder
- ⋯ On-Road Street Connection
- ⋯ On-Road Cautionary Street Connection
- Proposed Road Right-Sizing
- Under Construction - Capital
- Under Construction - Renewal
- Under Study

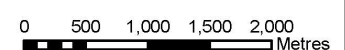
**Other Features**

- Secondary Plan Area
- Park / Open Space
- - - Waterfront Multi-use Trail
- Off-Road Connection

On-Road Cautionary Street Connection - are streets that provide connectivity to cycling facilities but may be less comfortable for cyclists due to higher traffic volumes and speeds. These streets are shared with auto traffic. These streets do not have designated cycling facilities.

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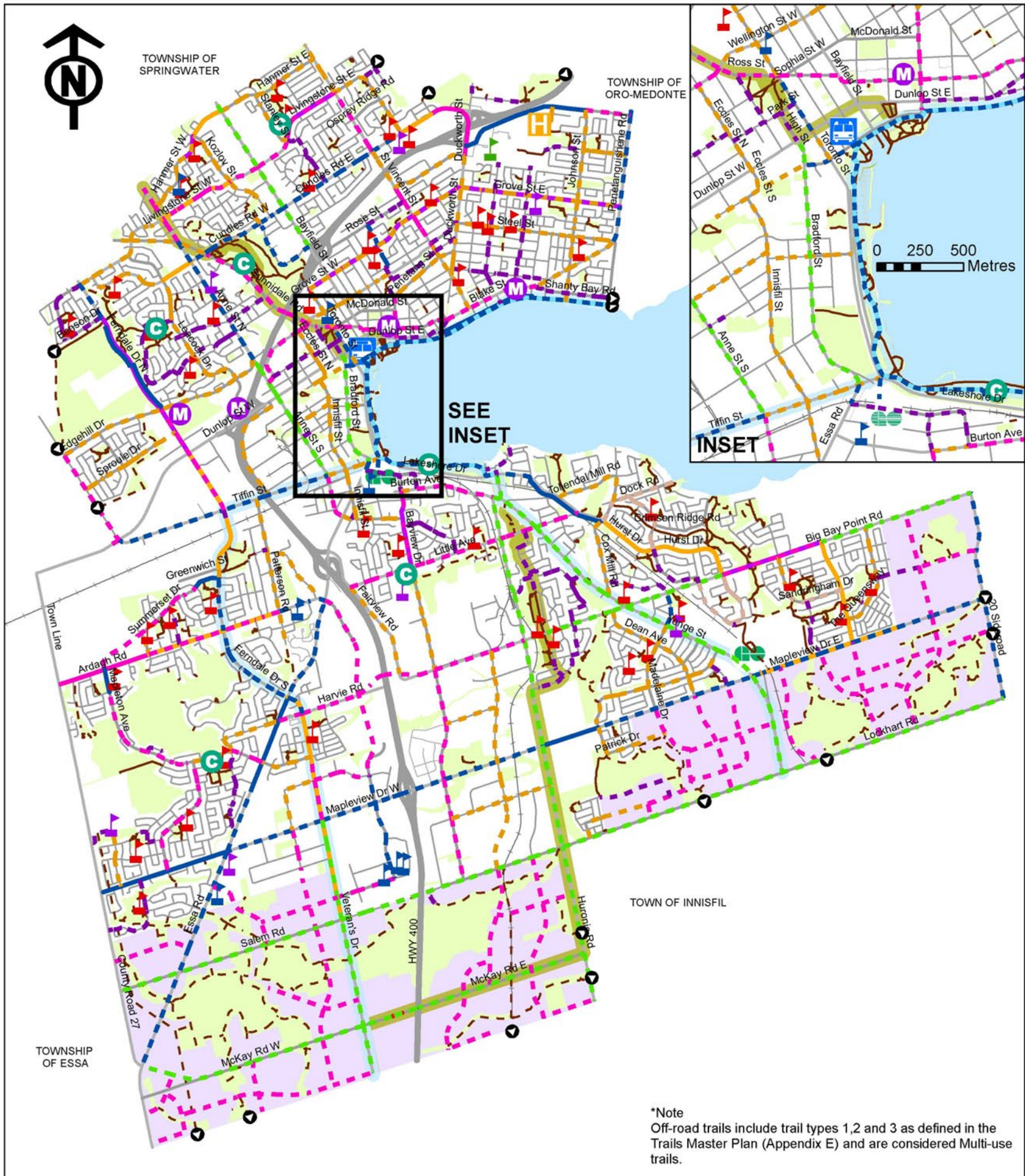
Data Sources: City of Barrie  
Date Updated: April 2024  
Map Created By: COB





APPENDIX "C"

Transportation Master Plan – Proposed 2041 City Cycling Network



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	<b>Transportation Features</b>	Community Centre
Bike Lane	Bike Lane	GO Station	Elementary School
Paved Shoulder	Paved Shoulder	Barrie Bus Terminal	High School
Signed Bike Route	Urban Shoulder	<b>Other Features</b>	Private School
Off-road Trail	Signed Bike Route	Secondary Plan Area	College
	Off-road Trail	Park / Open Space	
		Connection to Surrounding Municipality	

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

