



TO: GENERAL COMMITTEE

SUBJECT: CYCLING LANE IMPLEMENTATION – GROVE STREET AND DUNLOP STREET / BLAKE STREET

WARD: 1 AND 2

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: B. ARANIYASUNDARAN, P.ENG.
GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

Grove Street East – Bayfield Street to Johnson Street

1. That cycling lanes be implemented on Grove Street from Bayfield Street to St. Vincent Street via road right-sizing.
2. That Traffic By-law 2020-107 Schedule “1” “No Parking Anytime” be amended by deleting the following:

Grove Street East	North side from Lount Street to Owen Street
Grove Street East	Both sides from Bayfield Street to Drury Lane
Grove Street East	South side from Drury Lane to Peel Street
Grove Street East	Both sides for 65 metres east from Davidson Street
Grove Street East	South side adjacent to Eastview Secondary School

3. That Traffic By-law 2020-107 Schedule “2” “No Parking in Specified Places Where Sign On Display At Stated Times” be amended by deleting the following:

Grove Street East in front of Barrie District North Collegiate grounds	Both Sides	8:00 a.m. to 5:00 p.m. except Saturdays Sundays and Statutory Holidays
Grove Street East from Nelson Street to Fletcher Drive	North Side	8:00 a.m. to 5:00 p.m. except Saturdays Sundays and Statutory Holidays

4. That Traffic By-law 2020-107 Schedule “3” “Restricted Parking Between the Hours as Specified Mondays, Tuesdays, Wednesdays, Thursdays, and Fridays for a Limited Time During Stated Hours Except on Statutory Holidays” be amended by deleting the following:

<u>Grove Street</u>	North side from Blue Mound Drive to a point 90 metres west of Blue Mound	Two (2) hours from 8:00 a.m. to 5:00 p.m. Monday to Friday excluding Saturdays, Sunday and Statutory Holidays from September to June
<u>Grove Street</u>	North side 162 metres west of Blue Mound Drive to a point 50 metres west thereof	Two (2) hours from 8:00 a.m. to 5:00 p.m. Monday to Friday excluding Saturdays, Sunday and Statutory Holidays from September to June

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

<u>Grove Street East</u>	Both sides from Bayfield Street to Johnson Street
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Dunlop Street / Blake Street – Berczy Street to Steel Street

6. That bicycle lanes be implemented on Dunlop Street from Berczy Street to Collier Street and Blake Street from Collier Street to Steel Street via road right-sizing.
7. That Traffic By-law 2020-107 Schedule “1” “No Parking Anytime” be amended by deleting the following:

Blake Street	Both sides from Steel Street to Johnson Street
Blake Street	South side of Blake Street from 35 metres west of the entrance to 291 Blake Street easterly to the Simcoe Plaza

8. That Traffic By-law 2020-107 Schedule “2” “No Parking in Specified Places Where Sign on Display at Stated Times” be amended by deleting the following:

BLAKE STREET in front of Parkview Centre	Both Sides	8:00 a.m. - 5:00 p.m. except Saturdays Sundays & Statutory Holidays
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9. That Traffic By-law 2020-107 Schedule “1” “No Parking Anytime” be amended by adding the following:

Blake Street	Both sides from Dunlop Street to Steel Street
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PURPOSE & BACKGROUND

10. The purpose of this staff report is to seek Council approval for the implementation of on-road cycling lanes on Grove Street from Bayfield Street to Johnson Street and Dunlop Street / Blake Street from Berczy Street to Steel Street via road right sizing and amend the Traffic By-law to remove on-street parking where currently permitted.
11. The development and implementation of a multi-modal transportation system is directed by Provincial and Municipal policies including the following:
- Provincial Policy Statement
 - Place to Grow – Growth Plan for the Greater Golden Horseshoe
 - City of Barrie Official Plan
 - City of Barrie Transportation Master Plan
 - City of Barrie Climate Change Adaptation Strategy
 - City of Barrie Community Energy and Greenhouse Gas Reduction Plan (related to City’s Climate Emergency Declaration, motion 19-G-291)
12. 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 (refer to Appendix “A” for network map).
13. As there are no planned major capital works beyond limited renewal activities, the cycling facility type contemplated for these streets are on-road bicycling lanes via a road retrofit referred to as road right-sizing.
14. The City is presently implementing cycling infrastructure as follows through the following primary activities:
- Capital Road Projects: this includes major road projects that are implemented to support growth. Example projects include the planned construction of the new Bryne Drive extension and the recently completed road widening projects on Maplevue Drive, Big Bay Point Road and Bell Farm Road. These projects typically occur on the City’s arterial road network and facilitate implementation of the highest quality cycling infrastructure (following the standards of the day).

- b) Secondary Plan Collector Street Network Projects: this includes implementation of on-road cycling facilities, following City standards, on collector streets within the secondary plan areas. Per Council direction, staff are undertaking a review of the cross-section design to incorporate physically separated cycling facilities on collector streets in the secondary plan areas.
- c) Road Right-Sizing: 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 any near-term capital works and do not present an opportunity for higher order facilities.

Paragraph 33 includes additional information on facility selection approach.

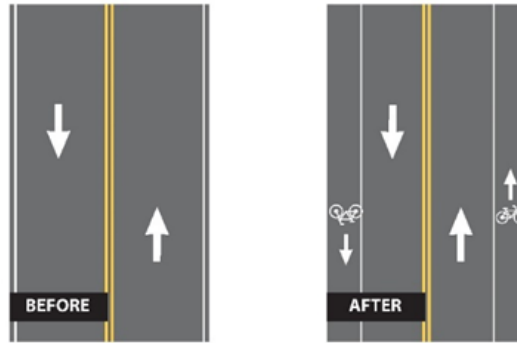
15. To date, the City has implemented 67 kms of cycling infrastructure (and cycling supportive infrastructure) within street right-of-ways (refer to Appendix "B" for map).

Facility Type	Length (km)
Paved Shoulders	8.0
Sharrows (to be phased out)	8.1
Urban Shoulders	4.6
Cycling Lanes (road right-sizing)	23.7
Cycling Lanes (via capital project)	13.1
Multi-use Path	9.3

16. The proposed network expansion for 2023-2024 includes the following additions (refer to Appendix "B" for map):
- Bryne Drive South – Caplan Avenue to Harvie Road (cycle tracks via capital project, refer to Appendix "C" for rendering)
 - Duckworth Street – St. Vincent Street to Bell Farm Road (cycling lanes via capital project)
 - Grove Street – Bayfield Street to Johnson Street (cycling lanes via road right-sizing)
 - Grove Street – Toronto Street to Bayfield Street (signed route)
 - Dunlop Street / Blake Street – Berczy Street to Steel Street (cycling lanes via road right-sizing)
 - Peel Street, Codrington Street, Cook Street (signed route)

Note – all new street reconstruction or widening projects (under planning or design phases) with greater than three (3) lanes will be separated facilities, less than three (3) lanes will be assessed for separated facilities (with separation being the preferred infrastructure type).

17. The proposed cycling facilities on Grove Street and Blake Street will utilize road right-sizing for implementation. This approach narrows the existing travel lanes to create dedicated space for cyclists. To ensure the dedicated space is clear of obstructions; on-street parking, where currently permitted, will be prohibited.



ANALYSIS

Grove Street – Bayfield Street to Johnson Street

18. Grove Street is classified as a minor collector with 4,000 to 9,000 vehicles per day (with volume varying across the corridor). The posted speed is 50 km/h and includes three community safety zones. Grove Street serves as an east-west link across the City's north end linking Johnson Street to Bayfield Street and intersecting with many prominent north-south links.
19. Grove Street provides connectivity to many trip generators that would benefit from access to cycling facilities including:
- Barrie North Collegiate Institute
 - Oakley Park Public School
 - Maple Grove Public School
 - Eastview Secondary School
 - Eastview Arena
 - Commercial Plazas at Duckworth and Johnson Street
20. Grove Street also provides cycling network connectivity to:
- Existing cycling lanes on Johnson Street.
 - Cycling lanes to be constructed on Duckworth Street commencing this year.
 - Planned cycling lanes on St. Vincent Street and Blake Street.
 - Planned signed routes on Cook Street and Peel Street.
21. Grove Street presently permits on-street parking except in areas presently restricted in the current Traffic By-law. The implementation would require the removal of on-street parking where presently permitted.

22. It is noted that there is use of on-street parking for pick-up and drop-off at Maple Grove Public School as the school site lacks a kiss and ride. This area would be signed as “15-minute permitted parking”; the bicycle lane would revert to an urban shoulder through this segment.
23. Subject to Council approval, Traffic By-law 2020-107 would be amended to prohibit parking on Grove Street from Bayfield Street to Johnson Street.
24. Subject to Council approval, bicycling lane markings and associated signage (“No Parking Anytime”, bicycle lane and bicycle route signage) will be implemented in 2023.

Dunlop Street / Blake Street – Berczy Street to Steel Street

25. Dunlop Street / Blake Street are classified as arterial streets with 10,000 to 13,000 vehicles per day. The posted speed is 50 km/h. The streets serve as a prominent route into the downtown for north end residents as well as access to other areas of the City.
26. Dunlop Street / Blake Street serves as an important cycling route providing connectivity to:
 - The downtown.
 - Existing cycling lanes on Johnson Street.
 - Planned cycling lanes on St. Vincent Street.
 - Planned signed route on Codrington Street.
27. Dunlop Street / Blake Street presently permits on-street parking except in areas presently restricted in the current Traffic By-law. The implementation would require the removal of on-street parking where presently permitted.
28. Subject to Council approval, Traffic By-law 2020-107 would be amended to prohibit parking on Blake Street from Collier Street to Steel Street.
29. Subject to Council approval, bicycling lane markings and associated signage (“No Parking Anytime”, bicycle lane and bicycle route signage) will be implemented in 2023.
30. A corridor study is currently included in the 2023 Business Plan and is scheduled to commence in 2025. This study will examine broader corridor needs including separated cycling facilities.

Public Feedback

31. Notification letters were mailed to property owners and occupants on streets where changes to parking permissions are required (refer to Appendix “D”).

	Grove Street	Blake / Dunlop Street
Sent	278	335
Responses Received	21	36
% responding	8%	11%
% responding supporting implementation	19% (4 / 21)	53% (19 / 36)

32. Feedback provided by residents included the following primary themes (refer to Appendix “D” for all comments received):

- a) Loss of on-street parking.

Response

The City’s arterial and collector street network 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 right sizing requiring the removal of on-street parking, with similar examples including Johnson Street, Little Avenue, Hanmer Street, Bayview Drive, Prince William Way, Dean Avenue and Hurst Drive. Implementation of cycling lanes on these streets has been a success and residents have adapted to the removal of on-street parking. Although less convenient, nearby streets that permit parking are available for use by the public.

The loss of on-street parking is an inconvenience to residents residing on these streets; however, with the passage of time, the City must adapt 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 / Greenhouse Gas Reduction: the City has declared a Climate Emergency and has identified action on Climate Change a strategic priority (motion 19-G-291). 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).

Lastly, the restriction of parking on collector streets is in alignment with parking restrictions planned for the secondary planning areas.

- b) The streets are too busy, the traffic is travelling too fast.

Response

The traffic volumes and speeds are appropriate for implementation of cycling lanes. Additionally, the narrowing of travel lanes is demonstrated in reducing vehicle operating speeds; this is a particularly acute on Blake Street where lane widths exceed 5m on some segments.

It is recognized that on-road cycling facilities are not the best facility type for less confident cyclists; however, these streets are not subject to a comprehensive capital project at this time, thus precluding the ability to implement facilities that are more suited to these cyclists (which requires a capital project). The City recognizes the benefits of separated facilities; additional network expansion opportunities are examined on an annual basis pending budget availability.

- c) I'm uncomfortable with on-road cycling facilities / deem them not to be safe.

Response

On-road cycling facilities are suited for cyclist users that fall into the "highly confident" and "somewhat confident" user groups. Staff are recommending implementation of on-road cycling facilities as these streets are not subject to a comprehensive capital project that would facilitate implementation of separated facilities. When budgets exist for a capital project, separated facilities will be assessed for implementation. In the interim, the on-road facilities provide a material increase in safety for those riders comfortable with that facility type and it does not preclude upgrading the facility in the future.

- d) Implementation of cycling lanes will result in increased motor vehicle collisions.

Response

Staff have not observed trends indicating this; however, it is important to note that narrower travel lanes result in reduced speeds, creating a safer environment for all road users.

- e) Cycling lanes are not utilized and therefore represent a poor investment.

Response

As the City grows to a population of 298,000 by 2051, the continued reliance on the personal automobile for single occupant trips is not viable. The City cannot continue to solely rely on widening streets to accommodate this demand, as in many instances it is not physically possible, it is not environmentally sustainable, it is not fiscally sustainable, and it is not desirable from a community building perspective.

The City completed its first active transportation focused Transportation Master Plan in 2013. Since then, the City has been incrementally developing a cycling network. Only recently has the network developed sufficiently to achieve a degree of connectivity in certain areas of the City. As the City continues to expand the cycling network and invest in cycling infrastructure that includes physical separation, mode share growth will increase. This will be further supported by integrated land use planning that aligns higher density development with cycling and transit facilities.

Lastly, the emergence of affordable and functional electric bicycles is anticipated to further support growth in the cycling mode share as they reduce three key barriers to cycling (distance, speed/time, and effort). E-scooters are another micro-mobility device gaining popularity which is also anticipated to support growth in the non-auto mode share.

33. Staff have received feedback indicating concerns related to the safety that on-road cycling lanes provide when compared to physically separated infrastructure. While the facility decision appears straightforward, there are contextually specific elements that form part of the cycling facility selection process. Within the built boundary, for any large corridor capital project on arterial and collector roads, separated cycling facilities are the preferred infrastructure type. Where there is a desire to implement a cycling facility, but there is not an aligning capital project, road right-sizing is utilized. In these instances, it is recognized that the facility type does not align with the broadest skill set of all cyclists, but it provides a material increase in safety for current cyclists that are comfortable with cycling in mixed traffic and those that would feel more comfortable with on-street delineation. When budgets exist for a comprehensive capital project, higher order facilities would be assessed for inclusion.

The following table provide a high-level overview of this approach:

	Built Boundary	Secondary Plan Area Arterial Streets	Secondary Plan Area – Collector Streets within Plans of Subdivision
Capital Project > 3 lanes	Separated facilities	Separated facilities	Not applicable
Capital Project ≤ 3 lanes	Assess for separated facilities; separated facilities preferred	Separated facilities	On-road cycling lanes per City Standards. Note - Council directed staff to undertake a review of City Standards for separated facilities ¹ .
Road Right-sizing ≤ 3 lanes	On-road cycling lanes	Not applicable	Not applicable

1 – Motion 23-G-065

34. The following table provides an order of magnitude costs for different facility types costed as a standalone project (not including any costs related to renewal works which may be bundled with a cycling project):

	Unit Cost per KM ¹
<i>Retrofit (no construction required)</i>	
Cycling Lanes via Road Right-sizing	\$50,000
<i>New Infrastructure (construction required – standalone project costs)</i>	
Cycling Lanes	\$1,300,000 ²
Cycle Tracks	\$2,800,000 ²
Multi-use Path	\$700,000 ²

1 - Includes costs for field investigations, engineering, utility relocations and contingencies. No allowance for property included in costs. Capital costs provided by WSP Canada Inc.

2 – Does not include other corridor renewal needs (street surface elements or underground infrastructure) that may likely require addressing as part of overall capital project.

35. Staff have been proceeding with an implementation approach that is pacing growth and aligned with budget direction and human resource constraints. If Council chooses, staff can be directed to proceed with an accelerated implementation strategy that is focused on implementation of separated facilities on a broader basis.

36. Staff are undertaking a review of collector road cross-section standards within the secondary plan areas per Motion 23-G-065. Staff have identified the need to undertake broader transportation standards review to align with current best practices related to complete streets and the latest cycling design guidelines.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

37. The following environmental and/or climate change impact matters have been considered in the development of the recommendation:
1. The development of the City's cycling network supports a mode shift from automobiles reducing greenhouse gas emissions associated with transportation.
 2. The use of road right-sizing, which repurposes underutilized existing transportation assets eliminates significant greenhouse gas generation associated with heavy capital construction.

ALTERNATIVES

38. The following alternatives are available for consideration by General Committee:

Alternative #1

General Committee could choose not to implement on-road cycling lanes on Grove Street and Dunlop Street / Blake Street.

This alternative is not recommended as the implementation of on-road cycling facilities is an immediate and affordable opportunity to provide a designated space for cyclists to operate, which is safer than traveling in mixed traffic. The implementation of on-road facilities does not preclude the ability to upgrade these facilities in the future.

Alternative #2

General Committee could alter the proposed recommendation by requesting staff to implement separated cycling facilities on these streets.

Although this alternative is available, staff would continue to recommend implementation of on-road cycling lanes as an interim condition until the separated facilities are implemented.

Alternative #3

General Committee could alter the proposed recommendation by requesting staff to accelerate implementation of the cycling network with a focus on implementing separated cycling facilities.

Although this alternative is available, additional capital and operating funding is required to support the accelerated implementation of higher-order cycling facilities.

FINANCIAL

39. The costs associated with implementation of cycling lanes on Grove Street and Blake Street / Dunlop Street have been included in the 2023 Business Plan.

LINKAGE TO 2022-2026 STRATEGIC PLAN

40. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
- ☒ Thriving Communities
 - ☒ Infrastructure Investments
 - ☒ Responsible Governance
41. 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.

Attachments: Appendix "A" – Transportation Master Plan – 2041 Network
Appendix "B" – 2023 – 2024 Cycling Expansion - Network Map
Appendix "C" – Bryne Drive Rendering (illustrating proposed separated facilities)
Appendix "D" – Notification Letters and Comments Received

APPENDIX “A”

Transportation Master Plan – 2041 Network

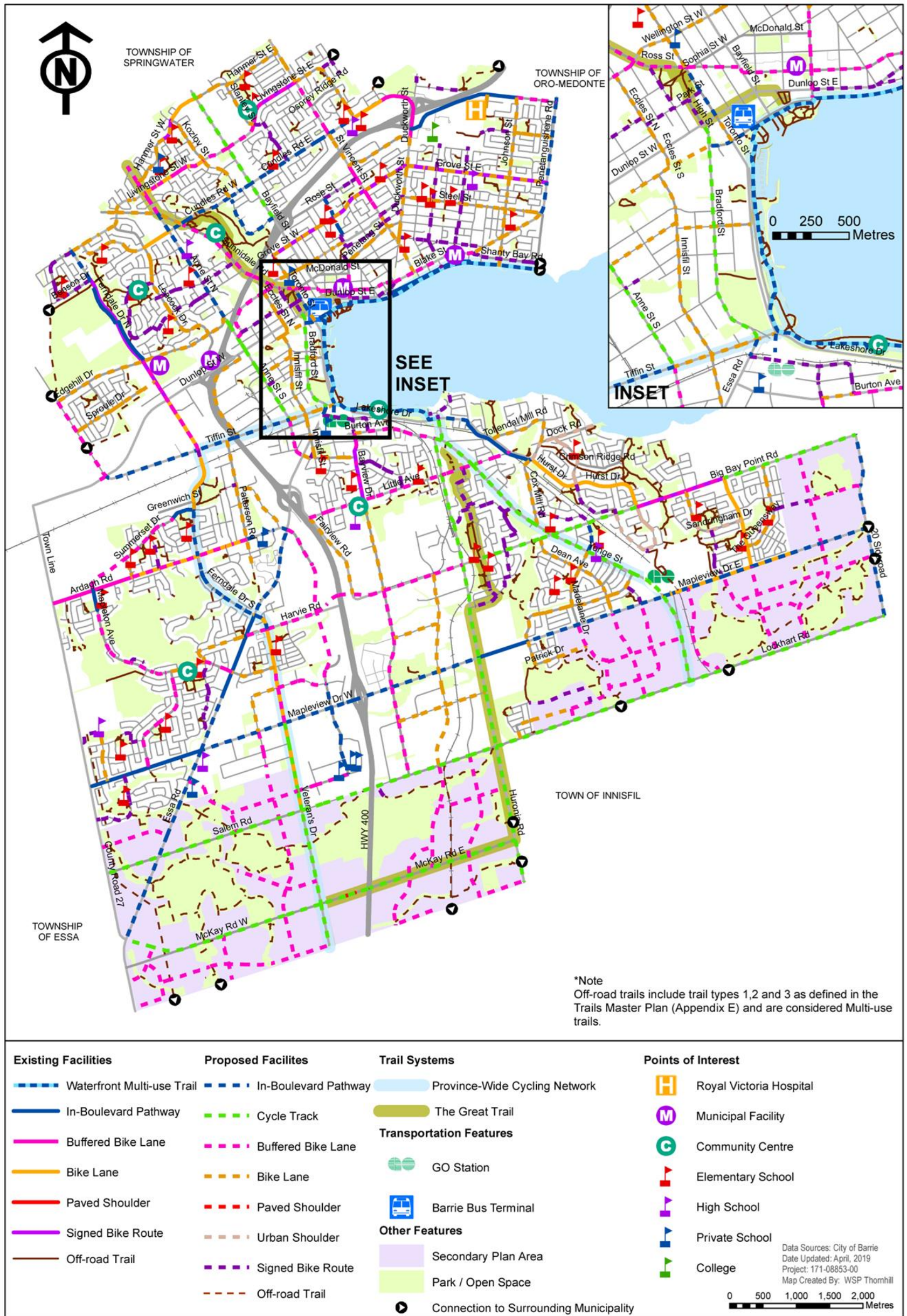


Figure ES-2
Cycling and Multi-Use Trail Network
City of Barrie Transportation Master Plan

2023 – 2024 Cycling Expansion - Network Map



APPENDIX "C"

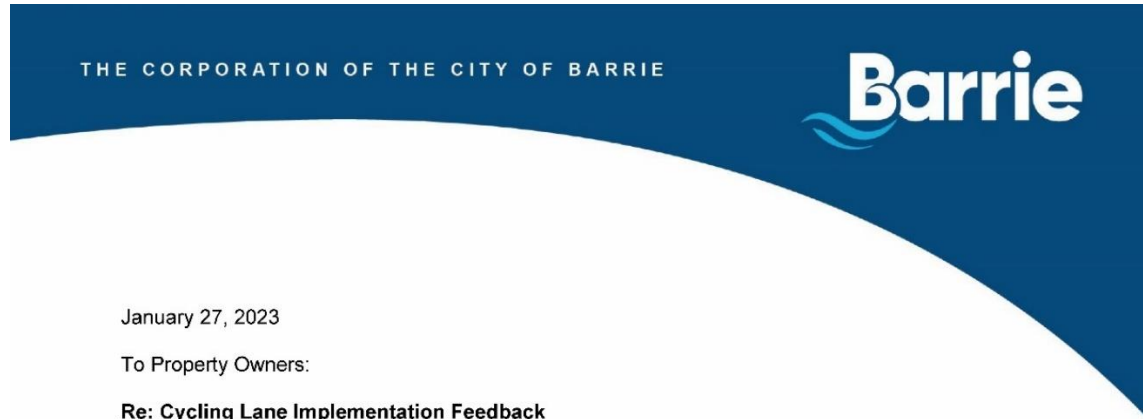
Bryne Drive Rendering (illustrating proposed separated facilities)



Bryne Drive Improvements – Caplan Avenue to Harvie Road and Harvie Road to Essa Road
Typical Cross Section: Proposed Right-of-Way facing Northbound

APPENDIX "D"

Notification Letters and Comments Received



January 27, 2023

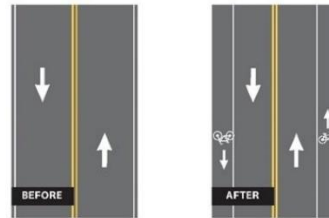
To Property Owners:

Re: Cycling Lane Implementation Feedback

Following recommendations contained in the City's Transportation Master Plan, the City is seeking feedback on the implementation of cycling lanes on:

- Grove Street from Bayfield Street to Johnson Street

The cycling lanes will be implemented through road right-sizing; this involves narrowing lane widths and removing on-street parking. The cycling lanes will be delineated with new pavement markings. No parking signs will be erected along the corridor to create a clear path for cyclists. If approved by Council, implementation is planned to occur in 2023 pending Contractor availability.



Road right-sizing is an important tool that supports implementation of cycling infrastructure in a cost efficient and environmentally responsible manner. To date, 36 km of cycling infrastructure have been implemented City-wide through road right-sizing.

To provide feedback, please complete the online form accessible at <https://forms.office.com/r/YAUrY80KKP> or by scanning the QR code below by February 27, 2023. Staff will present recommendations to Council in late Spring 2023.

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>.

Yours truly,

THE CITY OF BARRIE



Brett Gratrix, P. Eng.
Senior Project Manager - Transportation Planning

cc: Councillor Clare Riepma, Councillor Craig Nixon



THE CORPORATION OF THE CITY OF BARRIE



January 27, 2023

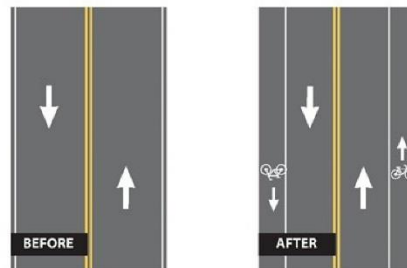
To Property Owners:

Re: Cycling Lane Implementation Feedback

Following recommendations contained in the City's Transportation Master Plan, the City is seeking feedback on the implementation of cycling lanes on:

- Dunlop Street from Berczy Street to Collier Street
- Blake Street from Collier Street to Steel Street

The cycling lanes will be implemented through road right-sizing; this involves narrowing lane widths and removing on-street parking. The cycling lanes will be delineated with new pavement markings. No parking signs will be erected along the corridor to create a clear path for cyclists. If approved by Council, implementation will occur with planned road rehabilitation works scheduled for this construction season.



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Public Comments

Grove Street

Supportive of Cycling Lane Implementation	Comment (As Submitted)
Yes	Yes and No.
No	Narrowing the lanes and removing on street parking is a horrible idea who ever came up with that idea obviously does not live in the areas affected.
No	I work at a treatment home on Grove St. We have 6-12 staff daily, with only 3 parking spots in the driveway. We also have 2 company vehicles so there is already nowhere to park. As of right now there are already no parking signs in front of our house, so we have to park 250m down the road. This is already dangerous when our shifts can end at 11pm and we need to walk to our cars alone. Adding bike lanes will take away the only parking we have. We are not allowed to park at the school. This would be a major issue.
No	Road is busy now with City bus route, trucks and lots of traffic during school year. In front of the High School and Public School (Maple Grove area) parents park on the side of the roads now even with signs. There are signs there now and it is not enforced.
No	There is already an issue with trafficking between Duckworth and Johnson. Adding bike lanes with increase that congestion at peak times. Speeding and unsafe driving occurs constantly in this area, adding biking lanes would increase the likely hood of accidents. The bike paths already in place are not used because of safety risks for cyclists.
No	We have 2 or 3 group homes and already don't have much parking
No	Grove Street is already two narrow and congested with normal traffic, school buses from Maplegrove School etc. Without widening the existing lanes, it would be unfeasible to consider them being any narrower and would cause congestion and danger to pedestrians including school children.
No	The road is currently too narrow to support bike lanes or additional narrowing and would present a clear and present danger to the pedestrians and young children from the local schools using the roadway. There is already too much congestion due to the narrow road and the school bus/truck traffic that is constantly using this roadway.
No	Grove street is not wide enough to add bicycles lanes from St Vincent to Bayfield St
No	Only because it takes away much needed parking on the streets
No	Only because the proposed plan would be removing all parking infrastructure on our road.
No	Need parking spots on the street for visitors, residents, deliveries
No	need parking spaces on street
Yes	More and more persons are being more active and more environmentally friendly

Yes	During the warmer months, we would prefer to utilize our bicycles as there are both health and environmental benefits. We are always in favour of expanding designated bicycle lanes.
Yes	It's great to have more greener infrastructure in the city
No	Need more information; for example the condition of Grove street roads is awful (potholes, bumps etc.) how does this project effect status of repairs to the existing roadway? There is also a serious issue of speeding in this area that is posted 50 km/h, with the arena and high school it is a vulnerable spot for pedestrians. Speed bumps would be a wise step
Yes	I ride my bike and don't currently feel safe.
No	It will cause more traffic and it's a small residential street
No	i say this because thy do not use the lanes that are there now thy use the sidewalk and to Cut the size of the street how wrong an idea is that too busy for that and if i need to use the street for overflow company I should be able too I think you need to find another plan cause this one is all wrong for so many reasons oe could t??
No	NO won't work need roadside parking at Maplegrove school for one thing

Dunlop / Blake Street

Supportive of Cycling Lane Implementation	Comment (As Submitted)
No	Removing parking from in front of my building will ensure any visitors will receive tickets or be toward for using a public street. Expensive bike owners once again given rights over people who live in the community.
Yes	As an avid cyclist and resident on Blake street, this is a long time coming. The pot holes are not only bad but deadly on Blake street. Having the connection between Steel, Collier, Dunlop, Grove and St Vincent is much needed. Right now the bike lanes do not get you anywhere, this connection can bring you from Anne and Livingston to the Lakeshore and from Downtown to RVH/Georgian.
No	I travel many streets within the city, including many with newly added bicycle lanes. Never have I witnessed any of these lanes being used by cyclists. In my opinion, I feel that these lanes are a waste of tax payer dollars, which could and should be used to repair and maintain city streets, and not just the main corridors. As I mentioned, I travel many of the city's street and a lot of side streets are in severe disrepair, and I believe tax payer dollars would be better spent on this area.
Yes	Bicycle safety and encourages more cyclists
No	Street parking is very widely used in this area. We also already have excellent cycling lanes on Kempenfelt Dr.
No	This area already has a dearth of on-street parking. When the bike lanes along the lake are an option, why would we need to add even more a block away.
No	Bike lanes create additional safety concern as already heavy traffic on Blake and access and egress from Blake driveways difficult. Bike lanes would create safety issue.
Yes	I think it's a fantastic idea. There are already many cyclists and this will keep them safer.

Yes	Encourage health benefits through exercise and decrease emissions
Yes	I fully support anything that reduces traffic, helps the environment and promotes healthier lifestyles.
No	We need to have parking on the streets, there are apartments in the area as well as small drives ways. The road is wide enough now for parking (in season) without impeding traffic. So leave it as it!
No	Ridiculous!!!! this is a busy street as is!!! it is also a bus route, which I am sure the city is aware, also numerous accidents involved right in front of our Apt building. This is asking for more accidents
Yes	I would like to see fewer cars and more bikes throughout the city. Bikes and cars have to be separated for the safety of the cyclist. Active transportation needs to be encouraged
No	I frequently park on Blake Street
Yes	We should have more bicycle lanes and more connections to increase ridership
No	I am actually supportive of the bike lane but NOT the no parking signs along the road . The no parking signs along Kempenfelt Drive look horrible and disrupts the beauty of the view of the lake and park and gorgeous trees . The same will happen on beautiful Blake Street . I already have a hydro pole on my boulevard and DO NOT want a no parking sign .
Yes	Doesn't bother me either way, HOWEVER.....
Yes	I support lanes where there is no alternative, but Dunlop and Blake have the waterfront walk and bike path plus Kempenfelt Drive to Johnson St. I feel a bike lane on Blake particularly is a waste of money plus a traffic congester.
No	Can only be used about 6mths per year. Not enough people use them to justify expense. Narrowing of traffic lane puts both drivers and cyclists in danger.
Yes	I am in full support of implementing bike lanes on these streets. This will help make commuting safer for both bicyclists and drivers.
Yes	Emissions friendly, promotes active community
No	I live in an apartment on Blake St and there is no guest parking due to the lot being too small. If the parking on the street is removed a lot of people in my complex will have no where for guests to park.
Yes	More biking friendly communities are better
No	There is already a lack of parking in the area and on street parking is essential for many people in our community.
No	It takes away street parking for visitors. Apt building has 6 visitors parking spots at the back for a 40 unit building. If those spots are taken, then the 7th visitor has to park on the street. If there are bicycle lanes, then the 7th visitor cannot Park on the street. That visitor has to go to Collier, Dundonald or St Vincent between Blake and the lake. That means these people have to walk 200+m to get back to my building. In winter, this is very inconvenient if not downright dangerous if the sidewalks are slippery or not plowed yet. So, bicycle lanes only help a very few and inconvenience many. It is not just my building but everyone's residences. All of the owners are inconvenienced the same way. Homes with driveways are the same problem. St Vincent from Blake to Bell Farm Rd cause similar problems to those homes. Forcing visitors to park on side streets and then make the visitors to walk on a very steep street is ridiculous.

Yes	To increase safety for cyclists and to encourage more use of bikes for transportation
Yes	Support all cyclers
No	I am in support of bike lanes to some degree however I would need to know more about what this will mean for parking on the street .
Yes	Blake St is very narrow and dangerous...also we believe it would add value to the area.
Yes	I want to see barrie become more bike friendly. However I don't want the street parking removed as living in apartment we have to park on the street and implementing bike lanes would remove the parking
No	It makes the roads too narrow! emergency vehicles, large trucks etc. there are many areas of the city that are available for bike riders to use. Also very few people walk anymore. They could use the sidewalks and pedestrians would always have the right of way.
Yes	As long as no parking on Blake is enforced and speed limit reduced to 40 mph
No	It will interrupt our road parking situation
No	Bike lane already exists on waterfront trail parallel to Blake Street, will be inconvenient to homes with single width driveway by reducing parking options
Yes	I'm an avid cyclist and support the increased safety of bike lanes. I'm also an environmentalist and very happy the city encourages the use of bicycles for their low environmental impact.
Yes	Questionable need and practicability of adding bicycle lanes to Blake Street

Reside Elsewhere

Supportive of Cycling Lane Implementation	Comment (As Submitted)
Yes	I firmly believe in the necessity of encouraging as many people as possible to bicycle, walk, use scooters for short distance trips (10 Km or so). However, every time I bicycle, I feel as if I am taking my life in my hands. Designated bike, while slightly helpful, are often not better than bicycling on the shoulder of the road. The bicycle lanes need to be demarcated, not only with lines, but with barrier of some sort. Families, hoping to bicycle together, feel especially vulnerable on the road. We have distinct walking surfaces for pedestrians. We need similar considerations for bicycles and push scooters and electric wheelchairs.
Yes	Traffic flow with bike lanes is preferable because those on bikes without dedicated lanes pose a safety hazard to cyclists and drivers alike.
No	Not on Grove street, it is already busy by the schools and I see a lot of near misses when I am at work. People already park where they should not
Yes	We support a cycling infrastructure for the City of Barrie
Yes	Downtown Barrie covers a small geographical area, there is no need to travel within it by car. We should encourage residents and visitors, especially those with young children, to use bicycles or walk instead of driving. Removing vehicles will make the downtown community more vibrant and welcoming as a place to spend time for both locals and visitors.

Yes	Barrie needs to be more accessible by bicycle and cyclists need to feel safe on city streets
Yes	I support it for two reasons. First of all we need to provide safe routes for biking in our city. this promotes both a healthy lifestyle and a more environmentally friendly means of travel. The second reason is that it will help to slow down the traffic on Blake St which has become increasingly fast, especially at night. I would also suggest it would be a good idea to install photo radar along this section. this will add to the safety of the cyclists on the path.
No	The areas that you are asking about are very busy ... especially in the summer on a Sunday. I would much prefer a wider lane than narrow lanes with bike lanes. There are a variety of streets that cyclists could use, rather than a major thoroughfare. Considering our winters in Barrie, why would we add a bike lane on a major road when at least 4 months of the year it would never be used by cyclists.
No	They are just NOT USED in this city.