
TO: GENERAL COMMITTEE

SUBJECT: JOHNSON STREET AND LITTLE AVENUE BICYCLE LANE IMPLEMENTATION

WARDS: 1 AND 8

PREPARED BY AND KEY CONTACT: J. MACDONALD, C.E.T.
SENIOR TRANSPORTATION TECHNOLOGIST, EXT. 5178

SUBMITTED BY: M. BANFIELD, RPP
DIRECTOR OF DEVELOPMENT SERVICES

GENERAL MANAGER APPROVAL: A. MILLER, RPP
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

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

RECOMMENDED MOTION

1. That bicycle lanes be implemented on Johnson Street from Georgian Drive to Shanty Bay Road.
2. That Traffic By-law 80-138 Schedule "A" "No Parking Anytime" be amended by deleting the following:

<u>"Johnson Street</u>	Both sides from Shanty Bay Road to the Southernmost limits."
<u>"Johnson Street</u>	West side from Blake Street to Shanty Bay Road."
3. That Traffic By-law 80-138 Schedule "A" "No Parking Anytime" be amended by adding the following:

<u>"Johnson Street</u>	Both sides from Georgian Drive to the Southernmost limits."
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4. That Traffic By-law 80-138 Schedule "B" "No Parking in Specified Places Where Signs on Display at Stated Times" be amended by deleting the following:

<u>"Johnson Street</u> in front of Johnson Street School grounds	Both Sides	8:00 a.m. to 5:00 p.m. except Saturdays Sundays and Statutory Holidays."
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5. That bicycle lanes be implemented on Little Avenue from Fairview Road to Hurst Drive.

6. That Traffic By-law 80-138 Schedule "A" "No Parking Anytime" be amended by deleting the following:

"Little Avenue

Both sides from Fairview Road to Bayview Drive."

7. That Traffic By-law 80-138 Schedule "A" "No Parking Anytime" be amended by adding the following:

"Little Avenue

Both sides from Fairview Road to Hurst Drive."

PURPOSE & BACKGROUND

8. The City's Transportation Master Plan includes recommendations for a comprehensive active transportation network to reduce auto-dependency, provide increased mobility choices and create an equitable transportation network. As part of ongoing implementation efforts, staff have been implementing bicycling infrastructure as part of capital road projects as well as through road diets.
9. Road diets allow for the implementation of bicycle lanes in a low cost and rapid manner without the need for costly capital projects. Road diets involve reconfiguring the road platform by removing or narrowing travel lanes and/or removal of on-street parking to provide the necessary space to implement bicycle lanes.

ANALYSIS

Johnson Street

10. Johnson Street is classified as a collector road and serves as a prominent north-south network link in northeast Barrie providing connectivity to a variety of land uses that are conducive to active transportation including residential areas servicing Georgian College, Eastview Secondary School, Eastview Arena, Johnson Street Public School and numerous residential supportive businesses. In addition, Johnson Street will serve as a link between the Georgian Drive multi-use trail and the North Shore Trail.
11. Johnson Street is presently configured with one lane per direction (refer to Appendix "A" for location plan). The existing road platform is wide enough to accommodate bicycle lanes by narrowing travel lanes and removing on-street parking.
12. Consultation was undertaken with property owners located on Johnson Street (refer to Appendix "C" for mailout material). Eleven (11) of the one hundred and eight-one (181) property owners contacted provided a response.

Little Avenue

13. Little Avenue is classified as an arterial road and serves as a prominent east-west network link in southeast Barrie providing connectivity to local residential areas, Innisdale Secondary School, Assikinack Public School, Allandale Heights Public School and Allandale Recreation Centre. Little Avenue will link to established active transportation infrastructure on Hurst Drive.
14. Little Avenue is presently configured with one lane per direction (refer to Appendix "B" for location plan). The existing road platform is wide enough to accommodate bicycle lanes by narrowing travel lanes and removing on-street parking.

15. Consultation was undertaken with property owners located on Little Avenue (refer to Appendix "D" for mailout material). Twelve (12) of the two hundred and eight (208) property owners contacted provided a response.
16. Feedback for both locations included the following:

Feedback	Response
Loss of on-street Parking	As the City advances the active transportation mode share, reduce auto-dependency and embrace a complete streets philosophy, removal of on-street parking on arterial and collector roads needs to occur in order to accommodate all modes of transportation in a safe and efficient manner within the current right-of-way.
Speeding Concerns	The proposed road diets require the narrowing of lane widths which serve as a traffic calming measure as narrower lane widths help to discourage speeding.
Congestion during school drop off/pick up	Congestion during peak period drop off and pick up should be expected; however, the removal of on-street parking may help to hasten this period and more importantly, help socialize the use of active transportation for trips to and from school.

17. Barrie Police Service, Barrie Fire and Emergency Service and Municipal Law Enforcement noted no concerns with the recommended motion.
18. Subject to Council approval, bicycling lane markings and associated signage ("No Parking Anytime", bicycle lane and bicycle route signage) will be implemented in 2021, subject to contractor availability. As there will be a lapse of time until implementation, a subsequent mailout will be completed in 2021 prior to implementation of the road diet advising of parking restrictions.
19. To ensure safe and efficient operation of the proposed bicycle lane, staff recommend the following:

That Traffic By-law 80-138 Schedule "A" "No Parking Anytime" be amended by **deleting** the following:

<u>"Johnson Street</u>	Both sides from Shanty Bay Road to the Southernmost limits."
<u>"Johnson Street</u>	West side from Blake Street to Shanty Bay Road."
<u>"Little Avenue</u>	Both sides from Fairview Road to Bayview Drive."

That Traffic By-law 80-138 Schedule "A" "No Parking Anytime" be amended by **adding** the following:

<u>"Johnson Street</u>	Both sides from Georgian Drive to the Southernmost limits."
------------------------	---

"Little Avenue

Both sides from Fairview Road to Hurst Drive."

That Traffic By-law 80-138 Schedule "B" "No Parking in Specified Places Where Signs on Display at Stated Times" be amended by **deleting** the following:

"Johnson Street in front of
Johnson Street School
grounds

Both Sides

8:00 a.m. to 5:00 p.m. except
Saturdays Sundays and
Statutory Holidays."

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

20. Implementation of active transportation infrastructure helps to encourage residents to choose non-motorized transportation modes which, in turn, helps to reduce carbon emissions.
21. Implementation of active transportation infrastructure via a road diet results in very low carbon emissions as compared to undertaking a road widening project reliant on heavy construction methods.

ALTERNATIVES

22. There are two (2) alternatives available for consideration by General Committee:

<u>Alternative #1</u>	<p>General Committee could decide to maintain the current lane configuration without implementing bicycle lanes.</p> <p>This alternative is not recommended as the implementation of bicycle lanes on these road segment aligns with the Council endorsed Transportation Master Plan recommendations.</p>
<u>Alternative #2</u>	<p>General Committee could decide to implement an urban shoulder and maintain on-street parking where currently permitted. An urban shoulder is a painted white edge line that creates a delineated area for cyclists to use that is separate from the vehicle travel lanes. An urban shoulder differs from a bicycle lane as it is not signed and marked as a bicycle lane and allows on-street parking in the urban shoulder area.</p> <p>This alternative is not recommended as the implementation of an urban shoulder does not adhere with the Council endorsed Transportation Master Plan and reduces safety for cyclists.</p>

FINANCIAL

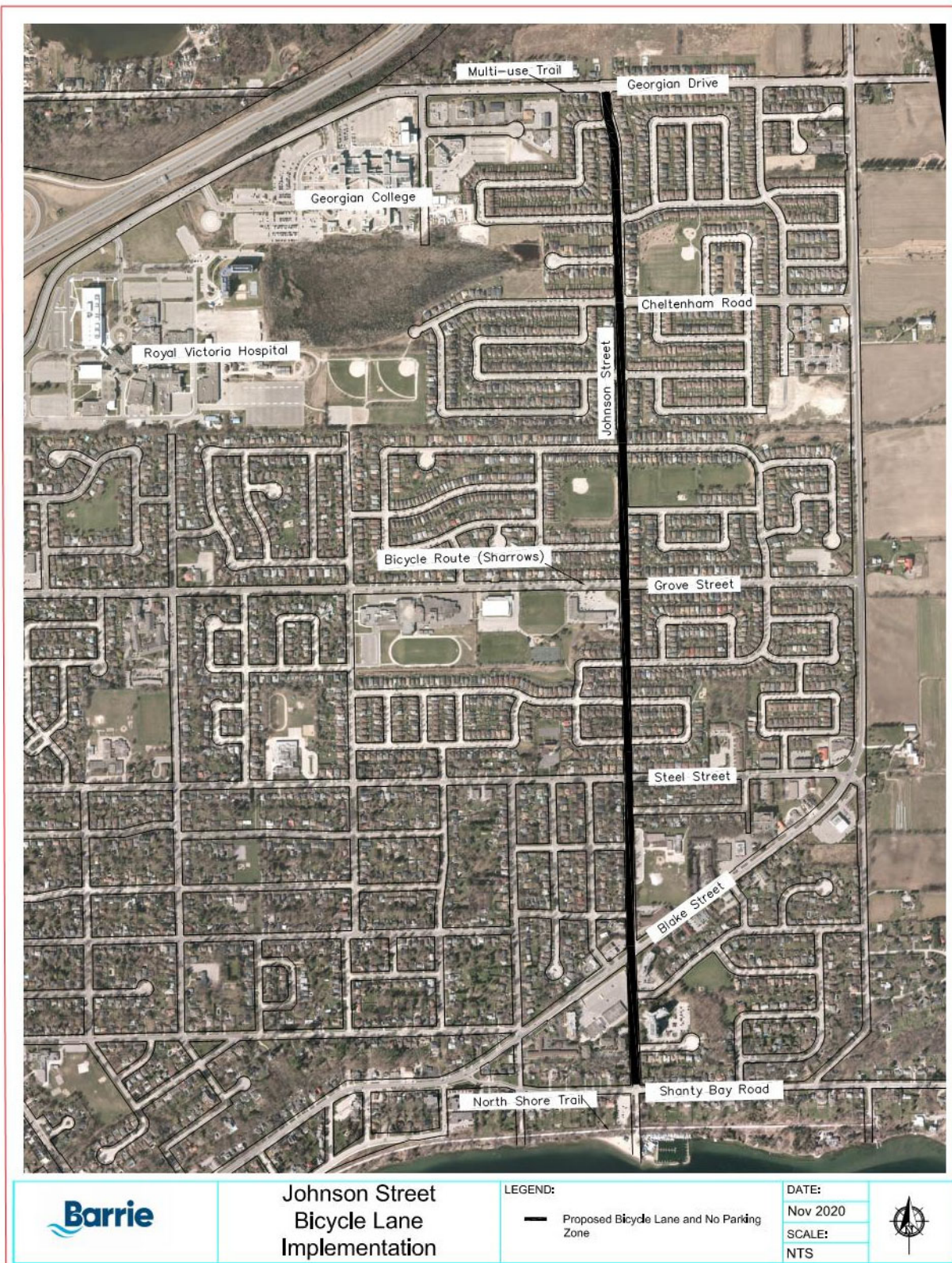
23. The cost to implement the proposed bicycle lanes on Johnson Street is approximately \$11,000.00 and Little Avenue is approximately \$14,000.00 which can be accommodated within the 2021 Operating Budget.

LINKAGE TO 2018-2022 STRATEGIC PLAN

24. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- ☒ Fostering a Safe & Healthy City
 - ☒ Building Strong Neighbourhoods
 - ☒ Improving the Ability to Get Around
25. The continued expansion of the City's active transportation network is critical to support planned growth as well as benefitting residents by providing an alternative mode of transportation that benefits health, is socially equitable, fosters economic activity and reduces greenhouse gas emissions responsible for climate change.

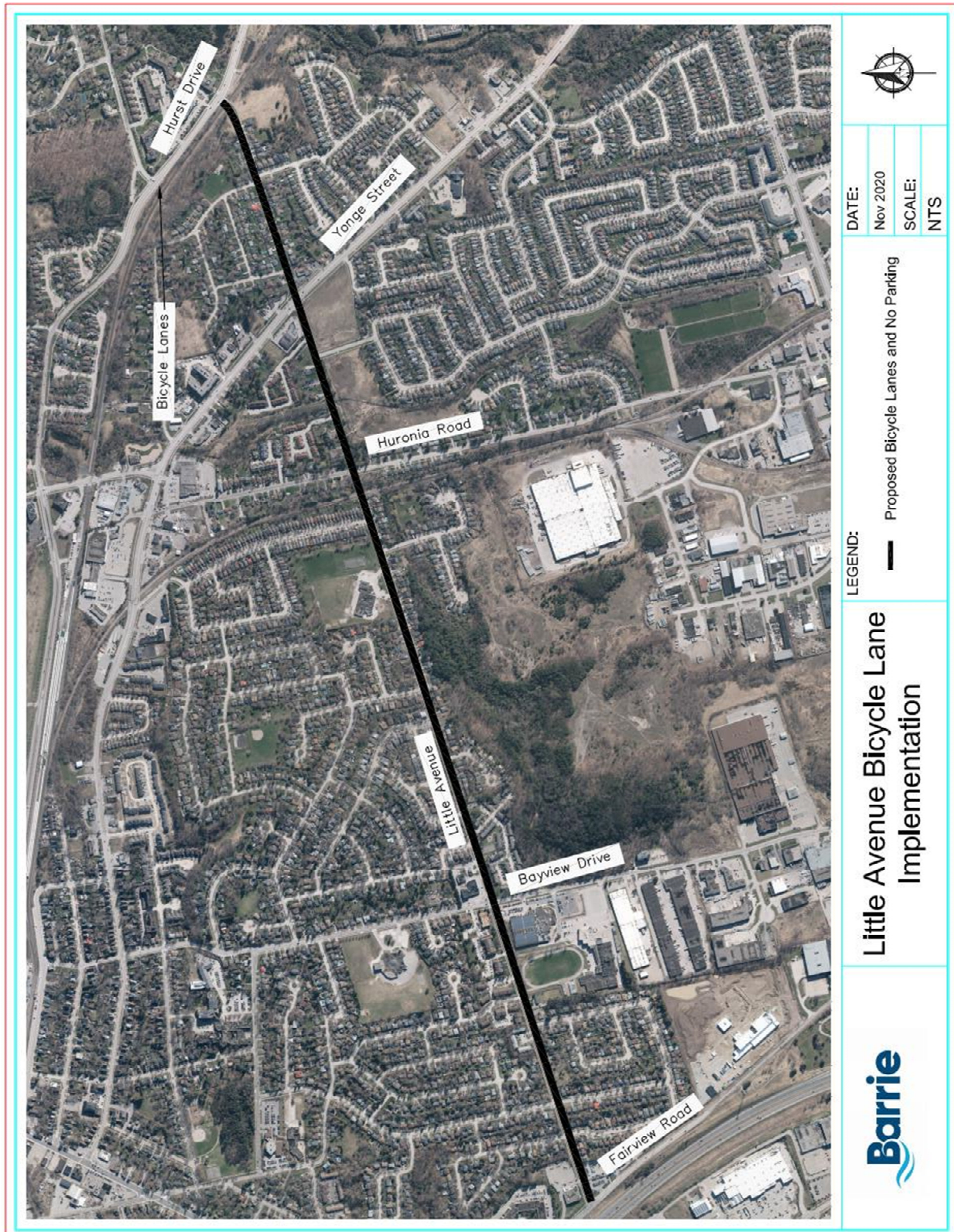


APPENDIX "A"





APPENDIX "B"



APPENDIX "C"

THE CORPORATION OF THE CITY OF BARRIE



September 4, 2020

To Property Owners / Tenants:

Re: Johnson Street Bicycle Lane Implementation

The City of Barrie (the City) is implementing recommendations contained within the City's Transportation Master Plan (TMP). The TMP is a long-range plan for transportation improvements to accommodate planned growth with a focus on promoting transit and non-motorized forms of travel (cycling and walking).

Staff are reviewing the feasibility of implementing bicycle lanes on Johnson Street between Georgian Drive and Shanty Bay Road. Johnson Street serves as a major north-south corridor providing connectivity to existing active transportation infrastructure (Georgian Drive multi-use path, Grove Street and the North Shore Trail), trip generators (Georgian College, RVH, Schools, Parks, Simcoe Plaza) to residential areas as well as a linkage to Johnson's Beach and the City's waterfront.

Implementation of bicycle lanes on Johnson Street will require the removal of on-street parking along both sides of the roadway. Bicycle lanes would maintain the existing vehicular capacity and would not impact local traffic operations.

Staff will present recommendations to Council in the Fall of 2020. Please indicate on the attached comment sheet if you wish notified of the report going to Council.

If you have any questions, please contact Mr. Justin MacDonald at justin.macdonald@barrie.ca. If you have any comments or concerns, please complete the included comment sheet on or before, **September 25, 2020** and return to the noted contact.

Yours truly,

THE CITY OF BARRIE



Justin MacDonald, C.E.T.
Senior Transportation Operations Technologist

cc: Councillor Clare Riepma, Ward 1



Bicycle Lane Implementation Comment Sheet

Name of Respondent: (Please Print)

Representing: (Property Owner, Tenant, etc.)

Mailing Address: (Including Postal Code)

Telephone Number:

Email Address:

☐ Please add me to the contact list to receive updates on this project and date the Staff recommendations will be presented to Council

Comments:

Please submit this Comment Sheet Electronically by **September 25, 2020** to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.



APPENDIX "D"

THE CORPORATION OF THE CITY OF BARRIE



September 4, 2020

To Property Owners / Tenants:

Re: Little Avenue Bicycle Lane Implementation

The City of Barrie (the City) is implementing recommendations contained within the City's Transportation Master Plan (TMP). The TMP is a long-range plan for transportation improvements to accommodate planned growth with a focus on promoting transit and non-motorized forms of travel (cycling and walking).

Staff are reviewing the feasibility of implementing bicycle lanes on Little Avenue between Fairview Road and Hurst Drive. Implementation of bicycle lanes on Little Avenue will require the removal of on-street parking along both sides of the roadway. Bicycle lanes would maintain the existing vehicular capacity and would not impact local traffic operations.

Staff will present recommendations to Council in the Fall of 2020. Please indicate on the attached comment sheet if you wish to be notified of the report going to Council.

If you have any questions, please contact Mr. Justin MacDonald at justin.macdonald@barrie.ca. If you have any comments or concerns, please complete the included comment sheet on or before **September 25, 2020** and return to the noted contact.

Yours truly,

THE CITY OF BARRIE



Justin MacDonald, C.E.T.
Senior Transportation Operations Technologist

cc: Councillor Jim Harris, Ward 8



Bicycle Lane Implementation Comment Sheet

Name of Respondent: (Please Print)

Representing: (Property Owner, Tenant, etc.)

Mailing Address: (Including Postal Code)

Telephone Number:

Email Address:

☐

Please add me to the contact list to receive updates on this project and date the Staff recommendations will be presented to Council

Comments:

Please submit this Comment Sheet Electronically by **September 25, 2020** to:

Mr. Justin MacDonald, C.E.T.
Senior Transportation Technologist
Justin.Macdonald@barrie.ca

For further information, contact the above.

Thank you for your participation.