



---

**TO:** GENERAL COMMITTEE

**SUBJECT:** HEAVY TRUCK TRAFFIC ON DUNLOP STREET THROUGH DOWNTOWN AREA

**WARD:** 2

**PREPARED BY AND KEY CONTACT:** M. KAVECKAS  
TRANSPORTATION OPERATIONS TECHNOLOGIST (EXT. 4876)

**SUBMITTED BY:** D. FRIARY, DIRECTOR OF OPERATIONS

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

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

---

**RECOMMENDED MOTION**

1. That Traffic By-law 80-138, Schedule 'N', "Permissive Truck Routes be amended by removing the following:

"Dunlop Street East from Bayfield Street to Collier Street	Anytime"
"Dunlop Street West from west limit to Bayfield Street	Anytime"
"Blake Street from Collier Street to Penetanguishene Road	Anytime"
  
2. That Traffic By-law 80-138, Schedule 'N', "Permissive Truck Routes be amended by adding the following:

"Dunlop Street West from west limit to Bradford Street	Anytime"
"Blake Street from Johnson Street to Penetanguishene Road	Anytime"

**PURPOSE & BACKGROUND**

3. Staff have received motion; 19-G-304 which states "That staff in the Operations Department investigate the feasibility of prohibiting heavy truck traffic along Dunlop Street between Bradford Street to Blake Street and report back to General Committee."
4. The current Traffic By-law permits heavy truck traffic through the Downtown core along Dunlop Street from Bradford Street to Blake Street.
5. A permissive heavy truck route system employing traffic signs with a green circular ring is currently used within the City. Refer to Appendix "A" regarding the permissive truck signage. Signing is only used to designate those routes, by way of directional arrows, upon which heavy trucks are permitted to travel. Heavy trucks are prohibited from all roadways other than permissive truck routes indicated by the permissive truck route signing system, by definition and by the Traffic By-Law. Heavy trucks would only be permitted to deviate from the permissive truck route system when making a delivery to or a collection from a specific destination.

6. Heavy trucks making a delivery to a specific destination on a road which is prohibited must take the most direct route from the nearest permissive truck route to their destination. Barrie Police enforce the permissive truck route system on a complaint basis.
7. A letter was sent to the Downtown Barrie Business Association (BIA) of the proposed changes to the existing permissive truck route to receive feedback on the potential changes. The BIA were in favour of the removal of the permissive truck route on Dunlop Street through the Downtown core

### **ANALYSIS**

8. In an effort to remove heavy trucks from the Downtown which are using Dunlop Street for their east/west connection between Highway 400 and the east end, Staff investigated removing sections of Dunlop Street from Bradford Street to Collier Street/Blake Street, and also Blake Street from Dunlop Street/Collier Street to Johnson Street. The removal of these sections of Dunlop Street and Blake Street effectively eliminate heavy trucks from traveling through the Downtown on route to destinations of delivery and pick up which are not within the Downtown core.
9. Based on Staff analysis it is recommended that Traffic By-law 80-138 Schedule "N", "Permissive Truck Route" be amended by removing the following:

"Dunlop Street East from Bayfield Street to Collier Street	Anytime"
"Dunlop Street West from west limit to Bayfield Street	Anytime"
"Blake Street from Collier Street to Penetanguishene Road	Anytime"
10. That Traffic By-law 80-138, Schedule 'N', "Permissive Truck Routes be amended by adding the following:

"Dunlop Street West from west limit to Bradford Street	Anytime"
"Blake Street from Johnson Street to Penetanguishene Road	Anytime"
11. The proposed recommendation of removing Dunlop Street from Bradford Street to Blake Street/Collier Street and Blake Street from Dunlop Street/Collier Street to Johnson Street will increase pedestrian safety and improve traffic operations in Barrie's Downtown core.
12. This recommendation will not negatively impact area business nor will it eliminate heavy trucks from the downtown, as businesses are still permitted to have heavy trucks making pickups and deliveries. However, this will remove a direct east/west connection through the downtown on Dunlop Street between Highway 400 and the east end.
13. Due to the removal of portions of Dunlop Street and Blake Street from the permissive truck route, operators of heavy trucks may be required to potentially adjust their route based on their delivery/pick up address. This may result in the use of alternative Highway 400 ramp terminals. The permissive truck route has direct access to Highway 400 at both Bayfield Street and Duckworth Street. Refer to appendix "B" regarding the proposed changes to the Permissive Truck Route System.
14. Barrie Police Service, Barrie Fire and Emergency Service and Municipal Law Enforcement staff do not oppose the recommended motion.

---

## **ENVIRONMENTAL MATTERS**

15. There are no environmental matters related to the recommendation.

## **ALTERNATIVES**

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

**Alternative 1** General Committee could decide to maintain the current permissive truck route system through the Downtown area on Dunlop Street.

This alternative is not recommended as the current system provides a direct east/west connection through the Downtown area on Dunlop Street.

**Alternative 2** General Committee could decide to remove the permissive truck route through Dunlop Street and provide complete connectivity on Collier Street from Mulcaster Street to Blake Street.

This alternative is not recommended as it would still allow for heavy trucks to have the option of using a portion of the downtown area on Collier Street as a through east/west connection in the City.

## **FINANCIAL**

17. The cost to implement and relocate the proposed permissive truck route signage is approximately \$1,000 which can be accommodated in the 2020 Operation budget.

## **LINKAGE TO 2018-2022 STRATEGIC PLAN**

18. The recommendation included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- a) Improving the ability to get around Barrie.
19. The recommendation of removing existing routes on Dunlop Street will increase pedestrian safety and improve traffic operations in the Downtown core. This will not remove all heavy trucks from Barrie's Downtown, as businesses will still require pickups and deliveries to local business. Heavy trucks will be prohibited from using Dunlop Street as a through east/west travel connection between Highway 400 and the East end..

---

APPENDIX "A"



Appendix "B"

