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**TO:** GENERAL COMMITTEE

**SUBJECT:** SUNNIDALE ROAD OVERPASS

**WARD:** 2 AND 4

**PREPARED BY AND KEY CONTACT:** B. GRATRIX, P. ENG., SENIOR PROJECT MANAGER – TRANSPORTATION PLANNING, EXT. 5117

**SUBMITTED BY:** F. PALKA, SENIOR MANAGER - APPROVALS

**GENERAL MANAGER APPROVAL:** M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES / ACTING GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

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

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**RECOMMENDED MOTION**

1. That Staff Report DEV022-21 be received for information purposes in response to motion 21-G-230 requiring staff to investigate enhanced active transportation infrastructure on the Sunnidale Road Overpass.

**PURPOSE & BACKGROUND**

2. On October 4, 2021, City Council adopted motion 21-G-230 regarding the Sunnidale Road Overpass:  
  
“That staff in the Development Services and Infrastructure Departments consult with the Ministry of Transportation (MTO) Sunnidale Road Project Team to determine the project and cost implications of upgrading the proposed active transportation infrastructure to include sidewalks on both sides, as well as separated cycling facilities, and report back to the General Committee.”
3. The MTO is undertaking detailed design for the replacement of the Sunnidale Road overpass. Construction is planned to commence in 2023 or 2024. The MTO project team is presently approaching the 90% detailed design milestone.
4. The MTO is presently designing the replacement structure to include active transportation as requested by staff following the in-effect and Council approved Multi-Modal Active Transportation Master Plan (MMATMP) completed in 2013. The MMATMP identified 1.5m bicycling lanes on Sunnidale Road and provides recommendations to include sidewalks on both sides of arterial and collector roads.
5. The structure is presently being designed with a 2.0m sidewalk on the north side (to replace the existing sidewalk) and additional deck width for 1.5m bicycle lanes and a future 2.0m sidewalk on the south side.
6. The City is presently responsible for \$3,000,000 in costs associated with structure widening requirements to accommodate the presently requested active transportation infrastructure.

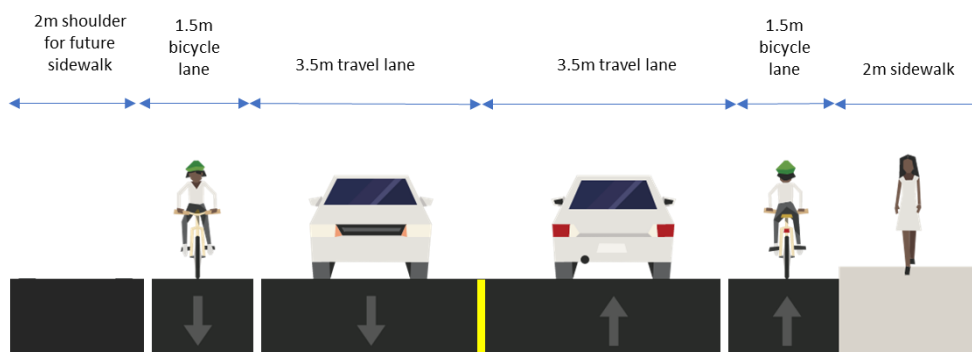
## **ANALYSIS**

### Sidewalks

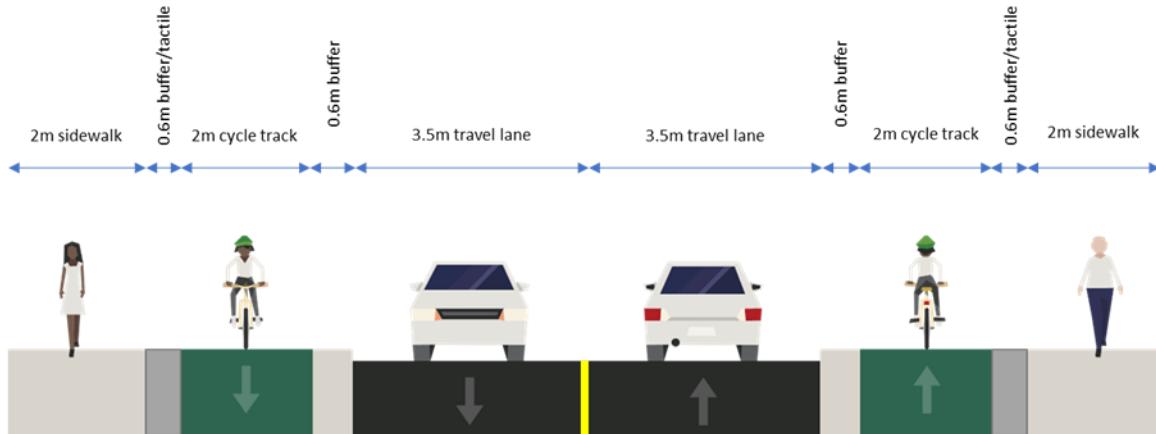
7. A 2.0m sidewalk will be constructed on the north side of the structure to replace the existing sidewalk.
8. In 2018, staff provided direction to the MTO to incorporate additional space on the south side of the structure to allow for future implementation of a sidewalk. Implementation can occur during major rehabilitation anticipated to occur every 25 to 35 years.
9. Staff did not recommend the construction of the sidewalk (at this time) based on a feasibility and functional review of implementation of the connecting sidewalk segments on Sunnidale Road.
10. Per Council direction, staff consulted with the MTO on impacts to project delivery and cost if Council chose to request implementation of the south sidewalk on the bridge structure. The MTO anticipates they can accommodate the request subject to the City funding minor design revisions and construction costs associated with the inclusion of the south sidewalk. The MTO does not have a cost estimate available, but indicated, based on current project costs, that the City should expect costs up to \$300,000.
11. If Council chooses to proceed with this request, there is risk that the south sidewalk may be orphaned due to corridor constraints impeding the feasibility of implementing the connecting sidewalk segments.

### Cycling Infrastructure

12. The structure is being designed following the in-effect and Council approved Multi-Modal Active Transportation Master Plan (MMATMP) completed in 2013. The structure is being designed to include 1.5m bicycle lanes as illustrated below.



13. Per Council direction, staff consulted with the MTO on impacts to project delivery and cost if Council chose to request physically separated cycling facilities. Based on the latest design standards released on September 9, 2021, the ideal facility for this corridor are one-way cycle tracks as illustrated below:



14. The request would require an additional 3.4m structure widening (subject to confirmation at detailed design) and require redesign of the structure and the approaching road segments, which may also require additional property or result in additional utility impacts. This request may result in up to a 12-month delay assuming no additional property or utility relocations are required. This request would require the MTO to undertake a scheduling review to ensure the MTO's replacement program that includes the Dunlop Street and Bayfield Street interchanges, can accommodate the delay within the program requirements.
15. MTO has not prepared a cost estimate to include a physically separated cycling facility, but additional costs are estimated to be up to \$6,000,000 (engineering and construction costs, excluding unknown impacts of change: property, utilities, additional structure width requirements beyond what is estimated for the cycle tracks) over and above the City's current widening contribution amount of \$3,000,000.

	<b>Current Design: 3.2m widening</b>	<b>Physically Separated Design: estimated 6.6m widening</b>
City Widening Contribution	\$3,000,000	Up to \$9,000,000

16. Proceeding with the request to include physically separated cycling facilities will impact the capital budget and require removal or deferral of other planned works. The additional costs are not included in the development charges by-law.

**ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

17. The following environmental and climate change impact matters have been considered in the development of the recommendation:
- a) The provision of active transportation infrastructure will help achieve desired modal split targets reducing dependency on automobiles and associated greenhouse gas emissions.

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## **ALTERNATIVES**

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

**Alternative #1** General Committee could alter the proposed recommendation by requesting the MTO to construct the south sidewalk as part of the bridge replacement project and direct staff to increase the City's contribution to the MTO as part of the 2023 Business Plan based on updated cost share estimates prepared by the MTO (estimated additional cost of \$300,000).

This alternative is available; however, there is uncertainty around the feasibility of ultimate implementation of the connecting sidewalk segments due to corridor constraints.

**Alternative #2** General Committee could alter the proposed recommendation by requesting the MTO to include a physically separated cycling facility on the structure and direct staff to increase the City's contribution to the MTO as part of the 2023 Business Plan based on updated cost share estimates prepared by the MTO (estimated additional cost of up to \$6,000,000 excluding noted project unknowns).

This alternative is available; however, this request will require adjustments to the current capital plan and will require deferral of other projects to fund this work. There is also risk that through the detailed design process an unknown impact may require reversion back to the original design with 1.5m bicycle lanes.

## **FINANCIAL**

19. The costs associated with the City's contribution required for the current structure design (3.2m widening) are budgeted in the 2022 Business Plan as part of project EN1316 - Sunnidale Road Hwy 400 Crossing Reconstruction (within CAH limits).
20. The costs associated with bicycle lane pavement markings and signage on Sunnidale Road have been budgeted in the 2022 Business Plan project as part of project EN1265 – Cycle Barrie Infrastructure Program.

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

21. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- Fostering a Safe and Healthy City
  - Building Strong Neighbourhoods
  - Improving the Ability to Get Around Barrie

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22. The City's continued actions and investment to support the implementation of active transportation infrastructure is critical to support planned growth as well as benefiting 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.