APPENDIX

G-1 NOTICE OF STUDY COMMENCEMENT
CITY OF BARRIE  
MULTI-MODAL ACTIVE TRANSPORTATION MASTER PLAN UPDATE  
NOTICE OF STUDY COMMENCEMENT  

About the Project  
The City of Barrie and the consulting firm WSP are undertaking an update to the Multi-Modal Active Transportation Master Plan (MMATMP) to assess future transportation needs to support growth to the 2041 horizon year based on the Provincial Growth Plan for the Greater Golden Horseshoe. The MMATMP will assess improvements to the City’s road network as well as active transportation and transit. The study area encompasses the entire City.  
The MMATMP will:  
- Review existing conditions;  
- Identify transportation improvements, including road widenings and active transportation/transit improvements, to accommodate growth;  
- Identify, assess alternatives based on modal split and identify a preferred alternative solution; and  
- Develop a long-range implementation plan to 2041.  

Study Process  
The MMATMP Update is being conducted in accordance with Approach #2 of the Master Plan process as prescribed in the Municipal Class Environmental Assessment (Class EA) document for municipal road projects. The Master Plan Update will address Phases 1 and 2 of the five-phase Municipal Class EA Process.  

Public Information Centre  
The study process will include a Public Information Centre (PIC). A PIC will be an informal drop-in session where project information including background information, assessment of existing conditions and preliminary recommendations on proposed improvements will be presented to receive public input. The PIC will be scheduled in 2018. Advance notice of the PIC will be advertised in The Barrie Examiner, the project webpage and sent to agencies and interested individuals that have requested to be added to the MMATMP Project mailing list.  

Project Website  
A project website will be established at www.barric.ca/EAstudies under the heading Multi-Modal Active Transportation Master Plan Update. The website will contain contact information, project updates, notices, study documents and study resources.  

Public Comments Invited  
The public is invited to provide comments at any time during the study process. If you have any comments, concerns, questions or wish to be added to the MMATMP Project mailing list, please contact:  

Mr. Tom Reeve, P. Eng,  
Senior Infrastructure Planning Program Coordinator  
City of Barrie  
70 Collier Street, Box 400  
Barrie, ON L4M 4T5  
Tel: (705) 739-4220 Ext. 4465  
Fax: (705) 739-4247  
Email: Tom.Reeve@barrie.ca  

Dawn McAlpine  
City Clerk  

R. Sutton, P. Eng,  
Director of Engineering  

Notice Issued on August 31st and September 2nd, 2017.
CITY OF BARRIE
MULTI-MODAL ACTIVE TRANSPORTATION MASTER PLAN UPDATE
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Dawn McAlpine
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Barrie Examiner
Aug 31, 2017

CITY OF BARRIE
MULTI-MODAL ACTIVE TRANSPORTATION MASTER PLAN UPDATE
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Email: Tom.Reeve@barrie.ca

Dawn McAlpine
City Clerk

Notice issued on August 31st and September 2nd, 2017.
APPENDIX

G-2 AGENCY EMAIL AND MAILING LISTS
<table>
<thead>
<tr>
<th>AGENCY CONTACT TITLE ADDRESS 1 ADDRESS 2 ADDRESS 3 CITY POSTAL Telephone # Fax # Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Assessment Coordination, Environment Unit Lands and Economic Development Indigenous and Northern Affairs Canada 25 St. Clair Ave. East 8th Floor Toronto, ON M4T 1M2</td>
</tr>
<tr>
<td>Lisa Myslicki Environmental Advisor 1 Dundas St. W., Suite 2000, Toronto, ON M5G 2L5 416-212-3768</td>
</tr>
<tr>
<td>Keith Mott District Planner Midhurst District 2284 Nursery Road Midhurst, ON L9X 1N8 (705) 725-7546</td>
</tr>
<tr>
<td>Chunmei Liu, M.E.S. EA and Planning Coordinator Central Region 5775 Yonge Street 8th Floor Toronto, ON M2M 4J1 (416) 326-4886 416-325-63 47</td>
</tr>
<tr>
<td>John Bullen Manager, Cabinet Office and Policy Support Unit 900 Bay Street, 6th Floor Hearst Block Toronto ON M7A 2E1 (416) 325-0186</td>
</tr>
<tr>
<td>Jocelyn Beatty Rural Planner Elora Resource Centre 6484 Wellington Road 7 Elora ON N0B 1S0 (519) 846-3405</td>
</tr>
<tr>
<td>Michael Helfinger Senior Policy Advisor, Cabinet Office Liaison and Policy Support Unit 900 Bay Street, 6th Floor Hearst Block Toronto ON M7A 2E1 (416) 325-6519</td>
</tr>
<tr>
<td>Ken Mott District Planner Midhurst District 2284 Nursery Road Midhurst, ON L9X 1N8 (705) 725-7546</td>
</tr>
<tr>
<td>Chunmei Liu, M.E.S. EA and Planning Coordinator Central Region 5775 Yonge Street 8th Floor Toronto, ON M2M 4J1 (416) 326-4886 416-325-63 47</td>
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<td>John Bullen Manager, Cabinet Office and Policy Support Unit 900 Bay Street, 6th Floor Hearst Block Toronto ON M7A 2E1 (416) 325-0186</td>
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<tr>
<td>Jocelyn Beatty Rural Planner Elora Resource Centre 6484 Wellington Road 7 Elora ON N0B 1S0 (519) 846-3405</td>
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<tr>
<td>Agency</td>
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<tr>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>Ministry of Transportation</td>
</tr>
<tr>
<td>Salia Kalali, Project Engineer, Planning &amp; Design</td>
</tr>
<tr>
<td>Peter Dorton, Senior Project Manager</td>
</tr>
<tr>
<td>John Van Voorst, Drainage Engineer</td>
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<tr>
<td>Robert Van Noort, Project Engineer</td>
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<tr>
<td>Water and Waste water Master Plan Updates</td>
</tr>
<tr>
<td>John Hix, Conservation Administration Centre</td>
</tr>
<tr>
<td>Electronic copies of notices for any projects impacting IO managed lands to: <a href="mailto:Keith.Noronha@infrastructureontario.ca">Keith.Noronha@infrastructureontario.ca</a></td>
</tr>
<tr>
<td>Hayley Berlin, Manager, Growth Policy</td>
</tr>
<tr>
<td>Infrastructure Ontario</td>
</tr>
<tr>
<td>Keith Noronha, Environmental Advisor</td>
</tr>
<tr>
<td>Alderville First Nation</td>
</tr>
<tr>
<td>Algonquins of Ontario Consultation Office</td>
</tr>
<tr>
<td>Do not send an entire EA. Send map, location, legal description and a brief project description. Contact in all cases and copy general contact.</td>
</tr>
<tr>
<td>Beausoleil First Nation</td>
</tr>
<tr>
<td>Chief Roland Monague</td>
</tr>
<tr>
<td>Chippewas of Georgina Island First Nation</td>
</tr>
<tr>
<td>Chief Donna Big Canoe</td>
</tr>
<tr>
<td>Chippewas of Mnjikaning (Rama)</td>
</tr>
<tr>
<td>Chief Rodney Noganosh</td>
</tr>
<tr>
<td>Curve Lake First Nation</td>
</tr>
<tr>
<td>Phyllis Williams, Chief Government Services Building</td>
</tr>
<tr>
<td>Hiawatha First Nation</td>
</tr>
<tr>
<td>Greg Cowie, Chief</td>
</tr>
<tr>
<td>Metis Nation of Ontario</td>
</tr>
<tr>
<td>Gary Lipinski, President</td>
</tr>
<tr>
<td>Métis Nation of Ontario Head Office</td>
</tr>
<tr>
<td>Aly Alibhai, Métis Consultation Unit</td>
</tr>
</tbody>
</table>

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*Note: The contact information listed above is subject to change. Please refer to the official government websites for the most up-to-date information.*
<table>
<thead>
<tr>
<th>Agency</th>
<th>Contact Name</th>
<th>Title</th>
<th>Email/Website</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mississauga’s of Scugog Island First Nation</td>
<td>Kelly LaRocca</td>
<td>Chief</td>
<td><a href="mailto:klarocca@scugogfirstnation.com">klarocca@scugogfirstnation.com</a></td>
<td>(705) 689-3941, 22521 Island Road RR #5 Port Perry, ON L9L 1B6</td>
</tr>
<tr>
<td>Moon River Métis Council</td>
<td></td>
<td></td>
<td><a href="mailto:moonrivermetiscouncil@outlook.com">moonrivermetiscouncil@outlook.com</a></td>
<td>26360 Cedarhurst Beach Road RR#1 Beaverton, ON L0K 1A0</td>
</tr>
<tr>
<td>William Treaties First Nation</td>
<td>Karry Sandy McKenzie</td>
<td>Barrister &amp; Solicitor</td>
<td><a href="mailto:k.a.sandy-mckenzie@rogers.com">k.a.sandy-mckenzie@rogers.com</a></td>
<td>8 Creswick Court Barrie, ON L4M 2J7</td>
</tr>
<tr>
<td>Chippewas of Mnjikaning (Rama)</td>
<td></td>
<td></td>
<td><a href="mailto:nicoleg@ramafirstnation.ca">nicoleg@ramafirstnation.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>Rick Pews</td>
<td>Director of Facility &amp; Transit</td>
<td><a href="mailto:rick.pews@barrie.ca">rick.pews@barrie.ca</a></td>
<td>70 Collier Street P.O. Box 400 Barrie, ON L4M 4T5</td>
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<tr>
<td>City of Barrie</td>
<td>Kevin Rankin</td>
<td></td>
<td><a href="mailto:kevin.ranken@barrie.ca">kevin.ranken@barrie.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>Jenna Webb</td>
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<td><a href="mailto:jenna.webb@barrie.ca">jenna.webb@barrie.ca</a></td>
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</tr>
<tr>
<td>City of Barrie</td>
<td>Wendy Cooke</td>
<td>City Clerk / Director of Legislative and Court Services</td>
<td><a href="mailto:wendy.cooke@barrie.ca">wendy.cooke@barrie.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>Craig Morton</td>
<td>Manager of Roads and Parks Operations</td>
<td><a href="mailto:Craig.Morton@barrie.ca">Craig.Morton@barrie.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>Sandy Coulter</td>
<td>Manager of Waste Water Operations</td>
<td><a href="mailto:sandy.coulter@barrie.ca">sandy.coulter@barrie.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>Barb Roth</td>
<td>Director Recreation Services</td>
<td><a href="mailto:Barb.Roth@barrie.ca">Barb.Roth@barrie.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>Andrea Bourrie</td>
<td>Director of Planning Services</td>
<td><a href="mailto:Andrea.Bourrie@barrie.ca">Andrea.Bourrie@barrie.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>David Lalonde</td>
<td>Fire Prevention Officer</td>
<td><a href="mailto:sue.Dawson@barrie.ca">sue.Dawson@barrie.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>Craig Millar</td>
<td>Director of Finance</td>
<td><a href="mailto:Craig.Millar@barrie.ca">Craig.Millar@barrie.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>John Thompson</td>
<td>Director of Environmental Services</td>
<td><a href="mailto:john.thompson@barrie.ca">john.thompson@barrie.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>Robert Sutton</td>
<td>Director of Engineering</td>
<td><a href="mailto:Robert.Sutton@barrie.ca">Robert.Sutton@barrie.ca</a></td>
<td></td>
</tr>
<tr>
<td>City of Barrie</td>
<td>Dave Friary</td>
<td>Director of Roads, Parks &amp; Fleet</td>
<td><a href="mailto:Dave.Friary@barrie.ca">Dave.Friary@barrie.ca</a></td>
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<tr>
<td>City of Barrie</td>
<td>Scott Lamantia</td>
<td>Senior Communications Advisor</td>
<td><a href="mailto:Scott.Lamantia@barrie.ca">Scott.Lamantia@barrie.ca</a></td>
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<tr>
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<tr>
<td>City of Barrie</td>
<td>Clare Maher</td>
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<tr>
<td>City of Barrie Police Department</td>
<td>Kimberly Greenwood</td>
<td>Chief</td>
<td>29 Sperling Drive</td>
<td>29 Sperling Drive</td>
</tr>
<tr>
<td>Environmental Advisory Committee</td>
<td>Mike McCann</td>
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<tr>
<td>Environmental Advisory Committee</td>
<td>Peter Bursztyn</td>
<td>Chair</td>
<td>11 Kenny Crescent</td>
<td></td>
</tr>
<tr>
<td>Environmental Advisory Committee</td>
<td>Alan McNair</td>
<td>Vice Chair</td>
<td>333 St. Vincent St</td>
<td></td>
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<tr>
<td>Environmental Advisory Committee</td>
<td>Stefan Bolliger</td>
<td></td>
<td>6 Forestwood Lane</td>
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<tr>
<td>Environmental Advisory Committee</td>
<td>Clinton Reynolds</td>
<td></td>
<td>83 Burton Avenue</td>
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<tr>
<td>Environmental Advisory Committee</td>
<td>Gerald Poisson</td>
<td></td>
<td>27 William Street</td>
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<tr>
<td>Environmental Advisory Committee</td>
<td>Wayne Wilson</td>
<td></td>
<td>62 Eugenia Street</td>
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<td>James Van Dyke</td>
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<tr>
<td>City of Barrie</td>
<td>Service Barrie</td>
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</tr>
<tr>
<td>Essa Township</td>
<td>Dan Perreault</td>
<td>Manager of Public Works</td>
<td>5786 County Road 21, Utopia, ON</td>
<td>L0M 1T0</td>
</tr>
<tr>
<td>Simcoe County</td>
<td>Deborah Korolnek</td>
<td>General Manager, Engineering, Planning &amp; Environmental Division</td>
<td>1110 Highway 27</td>
<td></td>
</tr>
<tr>
<td>Springwater Township</td>
<td>Renee Chaperon</td>
<td>Clerk</td>
<td>2231 Nursery Road</td>
<td>Minesing, ON</td>
</tr>
<tr>
<td>Springwater Township</td>
<td>Brent Spagnol</td>
<td>Director of Planning Services and Bylaw Enforcement</td>
<td>2231 Nursery Road</td>
<td>Minesing, ON</td>
</tr>
<tr>
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<td>Heather Coleman</td>
<td>Director of Public Works</td>
<td>2331 Nursery Road</td>
<td>Minesing, ON</td>
</tr>
<tr>
<td>Town of Innisfil</td>
<td>Andrew Campbell</td>
<td>CEO and President - InnServices Utilities Inc.</td>
<td>2101 Innisfil Beach Road</td>
<td>Innisfil, ON</td>
</tr>
<tr>
<td>Agency/Region</td>
<td>Contact Title</td>
<td>Contact Address 1</td>
<td>Contact City</td>
<td>Contact Telephone</td>
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<tr>
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</tr>
<tr>
<td>Township of Oro-Medonte</td>
<td>Director, Development Services</td>
<td>148 Line 7 South Oro-Medonte, ON L0L 2E0</td>
<td>Oro-Medonte</td>
<td>(705) 487-2171 ext 2133</td>
</tr>
<tr>
<td>Township of Oro-Medonte</td>
<td>Manager, Environmental Services, Compliance &amp; Capital Projects</td>
<td>148 Line 7 South Oro-Medonte, ON L0L 2E0</td>
<td>Oro-Medonte</td>
<td>(705) 487-2171 ext 2503</td>
</tr>
<tr>
<td>Greater Barrie Chamber of Commerce</td>
<td>Office Manager</td>
<td>121 Commerce Park Drive Unit A Barrie ON L4N 8X1</td>
<td>Barrie</td>
<td></td>
</tr>
<tr>
<td>Ontario Provincial Police</td>
<td></td>
<td>20 Rose Street Barrie, ON L4M 2T2</td>
<td>Barrie</td>
<td>705-726-6484</td>
</tr>
<tr>
<td>Albarrie</td>
<td>Vice-President, Administration</td>
<td>85 Morrow Road Barrie, ON L4N 3V7</td>
<td>Barrie</td>
<td>(705)737-0551 (705)737-5877</td>
</tr>
<tr>
<td>Barrie Land Developer's Association</td>
<td></td>
<td>67 Barrie Drive Barrie, ON L4N 7P1</td>
<td>Barrie</td>
<td>705-739-4011 866-235-8690</td>
</tr>
<tr>
<td>CN Rail</td>
<td>Manager, Public Works Design and Construction Engineering Services</td>
<td>4 Welding Way off Administration Road P.O. Box 1000 Concord, ON L4K 1B9</td>
<td>Concord</td>
<td>905-669-3264</td>
</tr>
<tr>
<td>Ducks Unlimited</td>
<td>Ontario Development Manager</td>
<td>740 Huronia Road Unit 1 Barrie, ON L4N 6C6</td>
<td>Barrie</td>
<td>705-721-4444</td>
</tr>
<tr>
<td>Simcoe Muskoka Catholic District School Board</td>
<td>Planner</td>
<td>46 Alliance Blvd. Barrie, ON L4M 5K3</td>
<td>Barrie</td>
<td>(705) 722-3555 (705) 727-1451</td>
</tr>
<tr>
<td>Barrie Police Services</td>
<td>Media Relations Constable</td>
<td></td>
<td></td>
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<tr>
<td>Barrie Police Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alectra (previously PowerStream)</td>
<td>Engineering Clerk</td>
<td>161 Cityview Boulevard Vaughan, ON L4H 0A9</td>
<td>Vaughan</td>
<td></td>
</tr>
<tr>
<td>Innisfil Hydro Distribution Systems Ltd.</td>
<td>Engineering Manager</td>
<td>7251 Yonge Street Innisfil, ON L9S 0J3</td>
<td>Innisfil</td>
<td>705-431-6870 705-431-5901</td>
</tr>
<tr>
<td>Agency Mail</td>
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</tr>
<tr>
<td>Ministry of Agriculture, Food and Rural Affairs</td>
<td>Ministry of Economic Development, Employment &amp; Infrastructure</td>
<td>Ministry of Municipal Affairs and Housing</td>
<td>Ministry of the Environment and Climate Change</td>
<td>Ministry of Tourism, Culture &amp; Sport</td>
</tr>
<tr>
<td>Ray Vilaitis Rural Planner</td>
<td>Brad Duguid Minister of Economic Development, Employment &amp; Infrastructure</td>
<td>Central Municipal Services Office</td>
<td>Cindy Hood Barrie District Manager</td>
<td>Laura Hatcher Team Lead Heritage Land Use Planning</td>
</tr>
<tr>
<td>95 Dundas Street R.R. #3 Brighton, ON K0K 1H0</td>
<td>Hearst Block, 8th Floor 900 Bay Street Toronto ON M7A 2E1</td>
<td>777 Bay Street 13th Floor Toronto, ON M5G 2E5</td>
<td>54 Cedar Pointe Drive Unit 1203 Barrie, ON L4N 5R7</td>
<td>401 Bay Street Suite 1700 Toronto, ON M7A 0A7</td>
</tr>
<tr>
<td>613-475-1630</td>
<td>416-325-6900 416-325-6918</td>
<td>416-585-6226 or 1-800-668-0230 416-585-6882</td>
<td>(705) 739-6441 (705) 739-6440</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX

G-3  KEY STAKEHOLDER MEETING MATERIALS
APPENDIX
**PROJECT TITLE**
Multi-Modal Active Transportation Master Plan Update

**PROJECT NUMBER**
171-08853

**DATE**
25 January 2018

**TIME**
11:00AM to 12:00PM

**VENUE**
Metrolinx Office (4th Floor Boardroom), 97 Front Street West, Toronto

**SUBJECT**
GO Stakeholders Meeting #1

**CLIENT**
City of Barrie

**PRESENT**
Tom Reeve (TR) – City of Barrie  
Kyle Kellam (KK) – Metrolinx  
Phillipe Bellon (PB) – Metrolinx  
Sam Santarsia (SS) – Metrolinx  
Nour El-Saheb (NE) – Metrolinx  
Mehemed Delibasic (MD) – WSP  
Jamie Diamond (JD) – WSP

**PREPARED BY**
Jamie Diamond  
WSP

**ACTION**

1.0 **INTRODUCTION**
- Tom (Project Manager from City of Barrie) started the meeting, welcomed everybody, and led a round table introduction of all those in attendance.

2.0 **PROJECT OVERVIEW / BACKGROUND**
- Mehemed (Consultant Project Manager) provided project overview including key points:
  - City is expected to grow from approximately 146,000 residents today to 253,000 residents by 2041 - 73%. Employment growth should also be significant, increasing from approximately 74,000 jobs today to 129,000 jobs by 2041 - 74%.
  - In order to plan for this growth and achieve its objectives, the City of Barrie adopted its first Multi-Modal Active Transportation Master Plan (MMATMP) in 2014.
The Master Plan was developed in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment Process. Three rounds of consultation with the public and stakeholders occurred during the Study.

The 2014 MMATMP assessed the transportation needs in five year increments to 2031 including active transportation, public transportation, motorized transportation, and railway crossings.

### 3.0 MMATMP UPDATE – OBJECTIVES, GOALS, AND STUDY APPROACHES

- The primary goal of this study is to update 2014 MMATMP and determine transportation improvements to 2041.
- MMATMP Update will build upon the work completed in the 2014 MMATMP study and address the policies of the 2017 Growth Plan for the Greater Golden Horseshoe.
- MMATMP Update will be conducted in accordance with the Master Plan process as prescribed in the “Class EA for Municipal Road projects, October 2000, as amended in 2007 and 2011” (the Class EA) document. It will:
  - meet requirements of Phases 1 and 2 of the five-phase Municipal Class EA Process including a Public Information Center and assessing alternatives
  - examine the current natural and social environment of the City of Barrie, as well as the economic environment of the City
  - identify and recommend transportation improvements with associated costs that will be subject to a future Phase 3 and 4 Municipal Class EA
- The city would like to confirm the current services provided by Metrolinx in regards to frequency, weekday and weekend schedules as of 2018. This information is available on the Metrolinx/GO websites.

### 4.0 CURRENT STUDIES AND PLANNED IMPROVEMENTS

- Metrolinx has completed RER point of view station access plans related to the Barrie GO line in the following locations:
  - Barrie South GO
  - Allandale Waterfront GO
- Metrolinx planning team has begun to review the potential of introducing an express bus service to Sheppard West Subway station between the Barrie Bus Terminal and removing the 68, 68a and 68b route. Still to decide who will fill in the service gap for that local service.

### 5.0 CITY OF BARRIE CURRENT AND FUTURE NEED AND JUSTIFICATION STUDIES

- Metrolinx has identified warranted rail crossings through the Barrie GO line, the city asked to confirm timelines for these updates and rail improvements
- MMATMP Update will be supported with analyses including traffic operations, micro and macro-modelling, active transportation, transit, rail crossing exposure and grade separation analysis, and conceptual design.
- MMATMP Update will also be supported by more detailed analyses of the Highway 400 Corridor - Need and Justification Study and Traffic Operational Analysis.
- MTO and Barrie are working toward a fully realised Active Transportation network involving highway crossings

### 6.0 POPULATION AND EMPLOYMENT FORECASTS AND 2017 GROWTH PLAN

- City use 2013 model for macro modeling and update it for 2041 including growth and land uses.
- City has population and employment data by traffic zones and would like to compare with MTO data.
- In regard to External Zones / Gateways, MTO SAFO Office extracted and provided population and employment data at the gateways for horizons 2031 and 2041 from current GGH Model in September 2017

---

Information

Note: Information from Metrolinx on schedule was provided after the meeting.

Metrolinx to provide Station access plan. Note: Provided after the meeting.

Metrolinx to provide 2015 rider surveys

Metrolinx will review internally and provide timelines related to grade separations.

Information

Information

Information
— Population and employment forecasts at the gateways are not a direct input for the City of Barrie Demand Forecasting Model.
— City team advised that County of Simcoe staff were consulted in February and March 2017 to confirm the future population and employment forecasts by 2031 for the County of Simcoe.
  • it was confirmed that it is the same as those used for the County 2014 TMP and were shared with MTO SAFO Office
  • the forecasts by 2031 have reflected the most current growth allocations in the County and the projected growth in the Midhurst Secondary Plan Area

7.0 MODAL SHARE TARGETS AND OTHER KEY MODELLING ASSUMPTIONS
— The major steps in Emme Macro Modelling that will be undertaken as part of the MMATMP Update:
  • Calibrate and validate the City Emme Model against 2016/2017 traffic counts
  • Apply the new population and employment forecasts in line with the 2017 Growth Plan (for the City of Barrie only)
  • Develop the future City-wide road networks for horizons 2031, 2036, and 2041
— Metrolinx planning team have undertaken surveys for forecasting future ridership through 2017 surveys and will provide the 2015 surveys for deducing the modal split of the Barrie GO line
— A consulting firm was retained to determine net ridership that would support the business case for increased park and ride commuter lots along the 400 highway. This study will conclude in early spring.
— Metrolinx reviewing the potential that Barrie will have as a hub for mixed regional and intercity transit:
  • Develop an regional hub integrating rail and bus travel in the Barrie downtown between the North and the GTHA
  • Identify the demand that exists between communities north of Barrie and develop the potential strategy in meeting those needs.
  • Opportunities to improve the level of service
— WSP Modal shares are based upon the city’s alternatives.
— Number of traveling lanes on Hwy 400 mainline will be used from recent 2017 TESR Update on Highway 400 Improvements from 1 km South of Highway 89 to the Junction at Highway 11, including the following to be confirmed by MTO:
  • 8 lanes from Highway 89 to Bayfield in the intermediate term
  • 10 lanes with HOV from Highway 89 to Duckworth in the long term
  • 8 lanes from Duckworth to Highway 11 in the long term

8.0 ENGAGEMENT, REVIEW AND ACCEPTANCE PROCESSES WITH STAKEHOLDERS
— Project team to confirm to Metrolinx when Public Meeting is planned for this study.
— Overall project/study is scheduled to be completed by December 2018.

9.0 NEXT STEPS
— Metrolinx established a point of contact for future information, meetings, materials and submissions.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.
City of Barrie
Multi-Modal Active Transportation Master Plan (MMATMP) Update

Stakeholders Meeting # 1
Simcoe County and Municipalities

January 26, 2018

City of Barrie
1. Project Overview / Background
2. MMATMP Update – Objectives, Goals and Study Approaches
4. Study Approaches - Traffic
5. Current Studies and Planned Improvements
6. City of Barrie Current and Future Need and Justification Studies
7. Transit Services – Barrie Transit and GO Transit
8. Modal Share Targets and Other Key Modelling Assumptions
9. Next Steps
1. Project Overview - Background

- City of Barrie has been one of the fastest-growing communities in Central Ontario.

- In order to plan for this growth and achieve its objectives, the City of Barrie adopted its first Multi-Modal Active Transportation Master Plan (MMATMP) in 2014.

- The Master Plan was developed in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment Process. Three rounds of consultation with the public and stakeholders occurred during the Study.

- The 2014 MMATMP assessed the transportation needs in five year increments to 2031 including the following elements:
  - Active transportation
  - Public transportation
  - Motorized transportation
  - Railway Crossings
1. Project Overview

- The 2014 MMATMP analyzed the impact of growth on the City of Barrie and recommends measures to accommodate the future growth to 2031 and also identified transportation linkages that may need to be widened beyond 2031.

- As 40% of the noted growth was designated to occur within existing developed areas, road widenings are required to implement active transportation and provide adequate traffic capacity.
2. MMATMP Update – Objectives and Goals

- The primary goal of this study is to update 2014 MMATMP and determine transportation improvements to 2041.

- MMATMP will be a comprehensive document which will review the City’s Vision for all modes of transportation, identify existing gaps and needs, identify needs related to growth, identify and assess various alternatives and propose recommended plan of action phased over the coming decades for all modes of transportation.

- The updated MMATMP will:
  - identify required infrastructure and policies to support the vision and objectives of the Plan
  - document the decision making process following Phases 1 & 2 of the Municipal Class EA process
2. MMATMP Update – Study Approaches

- MMATMP Update will build upon the work completed in the 2014 MMATMP study and address the policies of the 2017 Growth Plan for the Greater Golden Horseshoe.

- The City not only wishes to assess the needs for the coming decades (2021 to 2036), but also for the longer terms: 2041 and 2071.

- The City wishes to update its MMATMP to better reflect current conditions, to take into account new interventions such as the Regional Express Rail (RER) project.

- The City wishes to engage key stakeholders throughout the MMATMP Update to make sure that all concerns are addressed as they arise.

- At the end of the study, the City wants a product that all stakeholders can buy into.

1) 2017 Growth Plan – Distribution of Population and Employment

- **Schedule 7**, identifying distribution for the City of Barrie and County of Simcoe to 2031
- **Schedule 3**, identifying distribution for the Greater Golden Horseshoe to 2041 (including 2031 and 2036)

2) City of Barrie Forecasts – *in line with 2017 Growth Plan*

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2031</th>
<th>2041</th>
<th>Growth (2041 - 2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>146,000</td>
<td>210,000</td>
<td>253,000</td>
<td>107,000</td>
</tr>
<tr>
<td>Employment</td>
<td>74,000</td>
<td>101,000</td>
<td>129,000</td>
<td>55,000</td>
</tr>
</tbody>
</table>

City of Barrie Forecasts

- Barrie will grow with a combination of intensification and greenfield growth. Higher densities will help encourage model split.

3) Simcoe County

- County staff were consulted in February and March 2017 to confirm with the future population and employment forecasts by 2031 for the County of Simcoe

- They are the same as those used for the County 2014 TMP and were shared with MTO SAFO Office

- The forecasts by 2031 have reflected the current growth allocations in the County and the projected growth in the Midhurst Secondary Plan Area

- Forecasts by 2036 and 2041 are missing (alternatively, apply MTO GGH Model input?)

4) External Zones / Gateways

- MTO SAFO Office extracted and provided population and employment data at the gateways for horizons 2031 and 2041 from current GGH Model in September 2017
- Population and employment forecasts at the gateways are not a direct input for the City of Barrie Demand Forecasting Model
- MTO to confirm population and employment forecasts outside of Barrie, which may not be in line with 2017 Growth Plan, but will be consistent with current GGH Model
4. Study Approaches - Traffic

1) Emme Macro Modelling
   - Calibrate and validate the City Emme Model against 2016/2017 traffic counts
   - Develop the future City-wide road networks for horizons 2031, 2036 and 2041

2) Aimsun Micro Modelling (for the purpose of MMATMP Update)
   - Identify future operational deficiencies for the preferred networks

3) MTO Need & Justification Study
   - Address the needs for improvements to current Highway 400 crossings and interchanges, or a new crossing or interchange, which are additional to the MTO TESR recommendations

4) Traffic Operations Assessment
   - Assess up to 30 signalized intersections along the Highway 400 corridor (from McKay to Duckworth), including ramp terminals and adjacent signalized intersections
   - Complete Synchro/SimTraffic analyses for existing 2016/2017 and future horizons 2031 and 2041
5. Current Highway (MTO) Studies and Planned Improvements

1) MTO – Highway 400 - Highway 400
   Improvements from 1 km South of Highway 89 to the Junction at Highway 11, identified in the 2017 TESR Update:

   ➢ **Number of traveling lanes on Hwy 400 mainline recommended by the 2017 TESR Update will be incorporated by the MMATMP Study, including the following:**
     
     ▪ 8 lanes with 2 HOV lanes for a total of 10 lanes from Highway 89 to Duckworth in the long term
     
     ▪ 8 lanes from Duckworth to Highway 11 in the long term

   ➢ **MTO confirmed the assumption of 10 lanes on Highway 400 by 2031.**
5. Current Highway (MTO) Studies and Planned Improvements

- **Highway 400 Interchanges** – In regard to Highway 400 Interchanges MTO confirmed the assumed timelines for the following:
  - Bayfield Street Interchange Improvements (6 lanes at Bayfield Street) - 2031
  - Dunlop Street Interchange Improvements (4 lanes at Dunlop Street) - 2031
  - Essa Road Interchange Improvements (6 lanes at Essa Road) – 2031. MTO clarified that 4 lanes were recognized to be sufficient and 6 lanes were designed to match City improvements on both ends.
  - Mapleview Drive Interchange (Diverging Diamond Interchange) - 2031
  - Innisfil Beach Road Interchange Improvements (4 lanes at Innisfil Beach Road) – 2031
5. Current Highway (MTO) Studies and Planned Improvements

2) MTO – Other Provincial Highways and Interchanges
   
   A. New Barrie By-Pass – 4-lane controlled access highway?
   B. Highway 400-404 Link?
   C. Proposed new interchange at 6th Line by Town of Innisfil?
5. Current Highway (MTO) Studies and Planned Improvements

2) Simcoe County – Other Planning Projects

A. Planned future development along Regional Roads
7. Existing Barrie Transit Services

Barrie Transit currently operates 10 bus routes throughout the city:

The downtown Barrie transit terminal operates as the headquarters of Barrie transit as well as a pickup point for the 68 GO Bus. Barrie bus routes also service the Allandale Waterfront GO Station and Barrie South Go Station.
7. Current Studies and Planned Improvements - Metrolinx

**Metrolinx – GO Transit**

Expansion plans (*parking spaces, access mode shares*, etc.)

- Allandale Waterfront GO Station
- Barrie South GO Station

Existing and future GO train services and travel demand (during AM and PM peak periods by 2016, 2021, 2031, 2041)

- Presently, Metrolinx operates seven (7) southbound and seven (7) northbound commuter train trips on the Barrie Rail Corridor
# 7. Current Studies and Planned Improvements

## City of Barrie – Highway 400 Crossings

The City of Barrie and the MTO assessed improvements to existing crossings and new highway crossing at the following locations:

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duckworth Street</td>
<td>Widening</td>
</tr>
<tr>
<td>St. Vincent Street</td>
<td>Widening and AT improvements</td>
</tr>
<tr>
<td>Bayfield Avenue</td>
<td>Widening and AT improvements</td>
</tr>
<tr>
<td>Sunnidale Road</td>
<td>Widening and AT improvements</td>
</tr>
<tr>
<td>Anne Street</td>
<td>Widening and AT improvements</td>
</tr>
<tr>
<td>Dunlop Street</td>
<td>Widening</td>
</tr>
<tr>
<td>Tiffin Street</td>
<td>Widening and AT improvements</td>
</tr>
<tr>
<td>Essa Road</td>
<td>Widening</td>
</tr>
<tr>
<td>Harvie Road</td>
<td>New Crossing</td>
</tr>
<tr>
<td>Mapleview Drive</td>
<td>Divergent Diamond</td>
</tr>
<tr>
<td>Lockhart Road</td>
<td>New Crossing</td>
</tr>
<tr>
<td>McKay Road</td>
<td>New Crossing</td>
</tr>
</tbody>
</table>

### Legend
- **Improvements**
- **New Crossings**
Develop a network that provides AT crossings at 9 of 12 Highway 400 crossings

<table>
<thead>
<tr>
<th>Location</th>
<th>AT Crossing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duckworth</td>
<td>Yes</td>
</tr>
<tr>
<td>St. Vincent</td>
<td>Yes</td>
</tr>
<tr>
<td>Bayfield (see notes below)</td>
<td>No</td>
</tr>
<tr>
<td>Sunnidale</td>
<td>Yes</td>
</tr>
<tr>
<td>Anne Street</td>
<td>Yes</td>
</tr>
<tr>
<td>Dunlop</td>
<td>No</td>
</tr>
<tr>
<td>Tiffin</td>
<td>Yes</td>
</tr>
<tr>
<td>Essa</td>
<td>No</td>
</tr>
<tr>
<td>Harvie-Big Bay</td>
<td>Yes</td>
</tr>
<tr>
<td>Mapleview</td>
<td>No</td>
</tr>
<tr>
<td>Lockhart</td>
<td>Yes</td>
</tr>
<tr>
<td>McKay</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Develop a network that provides AT crossings at 9 of 12 Highway 400 crossings
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<table>
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</thead>
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</tr>
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</tr>
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</tr>
<tr>
<td>Sunnidale</td>
<td>Yes</td>
</tr>
<tr>
<td>Anne Street</td>
<td>Yes</td>
</tr>
<tr>
<td>Dunlop</td>
<td>No</td>
</tr>
<tr>
<td>Tiffin</td>
<td>Yes</td>
</tr>
<tr>
<td>Essa</td>
<td>No</td>
</tr>
<tr>
<td>Harvie-Big Bay</td>
<td>Yes</td>
</tr>
<tr>
<td>Mapleview</td>
<td>No</td>
</tr>
<tr>
<td>Lockhart</td>
<td>Yes</td>
</tr>
<tr>
<td>McKay</td>
<td>Yes</td>
</tr>
</tbody>
</table>
7. Current Studies and Planned Improvements - Metrolinx

Metrolinx – GO Transit

- Starting December 30, 2017 GO Transit introduced all-day GO Train service along the Barrie line, seven days a week, and more weekend train service.

- Recent Metrolinx plan shows increase service levels to include peak period, peak direction 30-minute service and off-peak two-way 60 minute service with consideration of further service level increases.

- A second track between Lansdowne Avenue in the City of Toronto to Allandale Waterfront GO Station in the City of Barrie is proposed.

- Ridership forecasts
7. Current Studies and Planned Improvements - Metrolinx

Metrolinx – GO Transit

Grade separations/ Crossings (guidelines, ongoing studies, improvements, etc)

Metrolinx assessed all rail crossings on the rail corridor based on rail and vehicular traffic for 2015, 2021 and 2025 horizon:

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lockhart Road</td>
<td>Future grade separation is warranted.</td>
</tr>
<tr>
<td>Mapleview Drive</td>
<td>Future grade separation is warranted.</td>
</tr>
<tr>
<td>Big Bay Point Road</td>
<td>The existing structure will accommodate the addition of a second track.</td>
</tr>
<tr>
<td>Cox Mill Road Lovers Creek</td>
<td>An expansion of the crossing is required to accommodate the second track.</td>
</tr>
<tr>
<td>Little Avenue</td>
<td>Future grade separation is warranted. Given the proximity to Hurst Drive; a grade separated crossing may not be possible.</td>
</tr>
<tr>
<td>Minet’s Point Road</td>
<td>Future grade separation is warranted.</td>
</tr>
</tbody>
</table>

With the exception of the Mapleview Drive grade separation that is being implemented by the City as part of the works to support growth in the Hewitt’s Secondary Plan Area.
8. Modal Share Targets and Other Key Modelling Assumptions

Table 1 - **2031** Modal Share Targets (from previous MMATMP)

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Alternative 1 “Do nothing”</th>
<th>Alternative 2 Auto-Oriented “Business as Usual” Approach (Low)</th>
<th>Alternative 3 Increased Emphasis on Non-Auto Modes (Medium)</th>
<th>Alternative 4 Strong Emphasis on Non-Auto Modes (High)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Transportation</td>
<td>Less than 6%</td>
<td>6% (existing)</td>
<td>12%</td>
<td>20%</td>
</tr>
<tr>
<td>Transit</td>
<td>Less than 2.6%</td>
<td>2.6% (existing)</td>
<td>7%</td>
<td>12%</td>
</tr>
</tbody>
</table>

Table 2 - **DRAFT 2041** Modal Share Targets (subject to refinements)

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Alternative 1 “Do nothing”</th>
<th>Alternative 2 (Low)</th>
<th>Alternative 3 (Medium)</th>
<th>Alternative 4 (High)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Transportation</td>
<td>6%</td>
<td>12%</td>
<td>16%</td>
<td>20%</td>
</tr>
<tr>
<td>Transit</td>
<td>3%</td>
<td>7%</td>
<td>10%</td>
<td>15%</td>
</tr>
</tbody>
</table>

MTO to clarify modal share targets along the Highway 400 mainline from 2017 TESR?
9. Next Steps

**MTO – Next Steps**

- Confirm the timing of MTO’s Highway 400 Interchange Improvements:
- 400 - 10 lane widening assumption 2031? 2041?
- Confirn use of employment and population projections (2017 Growth Plan, 2016 TTS, MTO model)
- Modal Share Targets from Hwy 400 TESR

**Simcoe County – Next Steps**

- Future Planning Projects – boundary roads, Active Transportation and Transit
- Capital Plan Projects

**Municipalities – Next Steps**

- Future Planning Projects – boundary roads, Active Transportation and Transit
- Capital Plan Project
Study Contacts

Tom Reeve, P.Eng.
Project Manager
City of Barrie
Phone: 705-739-4220 ext. 4465
Email: Tom.Reeve@barrie.ca

Mehemed Delibasic, M.Sc., P.Eng.
Consultant Project Manager
WSP
Phone: 905-882-4211 ext. 6967
Email: Mehemed.Delibasic@wsp.com
<table>
<thead>
<tr>
<th><strong>PROJECT TITLE</strong></th>
<th>Multi-Modal Active Transportation Master Plan Update</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT NUMBER</strong></td>
<td>171-08853</td>
</tr>
<tr>
<td><strong>DATE</strong></td>
<td>11 January 2019</td>
</tr>
<tr>
<td><strong>TIME</strong></td>
<td>10:00AM to 12:00PM</td>
</tr>
<tr>
<td><strong>VENUE</strong></td>
<td>MTO Downsview Offices (5th Floor Boardroom), 159 Sir William Hearst Avenue, North York</td>
</tr>
<tr>
<td><strong>SUBJECT</strong></td>
<td>Stakeholders Meeting #1</td>
</tr>
<tr>
<td><strong>CLIENT</strong></td>
<td>City of Barrie</td>
</tr>
<tr>
<td><strong>PRESENT</strong></td>
<td>Ralph Scheunemann (RS) – City of Barrie</td>
</tr>
<tr>
<td></td>
<td>Tom Reeve (TR) – City of Barrie</td>
</tr>
<tr>
<td></td>
<td>Brett Gratrix (BG) – City of Barrie</td>
</tr>
<tr>
<td></td>
<td>John Mackinnon (JM) – MTO</td>
</tr>
<tr>
<td></td>
<td>Rob Vandenberg (RV) – MTO</td>
</tr>
<tr>
<td></td>
<td>Peter Dorton (PD) – MTO</td>
</tr>
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<td></td>
<td>Shawn Aurini (SA) – MTO</td>
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<td></td>
<td>Janice Munro (JM) – MTO</td>
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<tr>
<td></td>
<td>Goran Nikolic (GN) – MTO</td>
</tr>
<tr>
<td></td>
<td>Jason White (JW) – MTO</td>
</tr>
<tr>
<td></td>
<td>Bob Stephenson (BS) – MTO</td>
</tr>
<tr>
<td></td>
<td>Dave McLaughlin (DM) – WSP</td>
</tr>
<tr>
<td></td>
<td>Mehemed Delibasic (MD) – WSP</td>
</tr>
<tr>
<td></td>
<td>Thomas You (TY) – WSP</td>
</tr>
<tr>
<td><strong>PREPARED BY</strong></td>
<td>Mehemed Delibasic WSP</td>
</tr>
<tr>
<td><strong>NOT PRESENT</strong></td>
<td>Aaron Janke - MTO, Rina Kulathinal - MTO,</td>
</tr>
<tr>
<td><strong>DISTRIBUTION</strong></td>
<td>As above plus: None</td>
</tr>
<tr>
<td></td>
<td>N/A N/A N/A</td>
</tr>
</tbody>
</table>
### 1.0 INTRODUCTION

Tom (Project Manager from City of Barrie) started the meeting, welcomed everybody, and led a round table introduction of all those in attendance.

### 2.0 PROJECT OVERVIEW / BACKGROUND

Mehemed (Consultant Project Manager) provided project overview including key points:

- City is expected to grow from approximately 146,000 residents today to 253,000 residents by 2041 - 73%. Employment growth should also be significant, increasing from approximately 74,000 jobs today to 129,000 jobs by 2041 - 74%.
- In order to plan for this growth and achieve its objectives, the City of Barrie adopted its first Multi-Modal Active Transportation Master Plan (MMATMP) in 2014.
- The MMATMP was developed in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment Process. Three rounds of consultation with the public and stakeholders occurred during the Study.
- The 2014 MMATMP assessed the transportation needs in five year increments to 2031 and considered active transportation, public transportation, motorized transportation, and railway crossings.

### 3.0 MMATMP UPDATE – OBJECTIVES, GOALS, AND STUDY APPROACHES

- The primary goal of this study is to update 2014 MMATMP and determine transportation improvements to 2041.
- MMATMP Update will build upon the work completed in the 2014 MMATMP study and address the policies of the 2017 Growth Plan for the Greater Golden Horseshoe.
- MMATMP Update will be conducted in accordance with the Master Plan process as prescribed in the “Class EA for Municipal Road projects, October 2000, as amended in 2007 and 2011” (the Class EA) document. It will:
  - meet requirements of Phases 1 and 2 of the Municipal Class EA Process including a Public Information Center and assessing alternatives
  - examine the current natural and social environment of the City of Barrie, as well as the economic environment of the City
  - identify and recommend transportation improvements with associated costs that may be subject to a future Phase 3 and 4 Municipal Class EA

- The City would like to agree on population and employment to 2041 by traffic zone and modeling assumptions (City of Barrie and outside of Barrie).

- The City would like to agree on modeling assumptions and approaches as presented in MEMO to SAFO Office, MTO (October 2017).

### 4.0 CURRENT STUDIES AND PLANNED IMPROVEMENTS

#### 4.1 Current City Studies

- In a separate assignment, WSP was commissioned by the City to complete a Need and Justification Study for the improvements of a new Highway 400 interchange at McKay.
Road and a new crossing at Salem / Lockhart Road. Refer to Section 5.0 for more discussions.

— McKay Rd East / Hwy 400 Interchange, Lockhart Rd / Salem Rd Crossing and associated Works, Municipal Class EA - Schedule C (recently completed and ESR currently under 45 days public review). MTO team advised that they did not review model that was used for this EA study.

4.2 MTO TESR Study and Gaps

— MTO TESR Report was made public for review and has been finalized.
— City commented that there are some gaps such as recommendations, study focuses/objectives, approaches, study models, counts, etc between the MTO TESR Study and the City studies. It was recognized that the TESR Study used the most current information at the time of the commencement of the study.
— Some factors contributing to the different study recommendations were discussed, for example, land use planning data (refer to Section 6.0 for more discussions). The City would like to further understand these differences to differences in results can be explained.
— City Emme Model and MTO GGH Model:
  — City introduced the background and history of the City Emme Model. It was developed in 2009 from the MTO GGH Model. The City Model has more detailed traffic zones and road networks for Barrie and adjacent, compared to the GGH Model.
  — There may be a need for MTO and City to agree what model to be used because there may be differences how model was calibrated. The GGH Model focuses more on Hwy 400. The City Model focuses on city-wide networks, including Highway 400 as well. For example, the City Model simulates non-summer typical traffic. It was also noted that the summer traffic and non-summer traffic on Highway 400 is about 25% different.

— Post-meeting note: City would like to request Vissim and Synchro model/files used in the 2017 TESR Update Study.

— In regard to cycling at the crossings, the City proposed on developing a network (draft) that provides active transportation (AT) crossings at 9 of 12 Highway 400 crossings, including at Duckworth, St. Vincent, Sunnidale, Anne Street, Tiffin, Harvie-Big Bay, Lockhart, and McKay.
— MTO recommended to check the current province-wide cycling network concept that recommended Essa and identified it as part of the province-wide network at Highway 400.

4.3 Planned Improvements

Highway 400 Mainline and Interchanges

— Number of traveling lanes on Hwy 400 mainline recommended by the 2017 TESR Update will be incorporated by the MMATMP Study, including the following:
  • 8 lanes with 2 HOV lanes for a total of 10 lanes from Highway 89 to Duckworth in the long term
  • 8 lanes from Duckworth to Highway 11 in the long term
— MTO confirmed the assumption of 10 lanes on Highway 400 by 2031.
— In regard to Highway 400 Interchanges MTO confirmed the assumed timelines for the following:
  • Bayfield Street Interchange Improvements (6 lanes at Bayfield Street) - 2031
  • Dunlop Street Interchange Improvements (4 lanes at Dunlop Street) - 2031
  • Essa Road Interchange Improvements (6 lanes at Essa Road) – 2031. MTO clarified that 4 lanes were recognized to be sufficient and 6 lanes were designed to match City improvements on both ends.
  • Maplevue Drive Interchange (Diverging Diamond Interchange) - 2031
  • Innisfil Beach Road Interchange Improvements (4 lanes at Innisfil Beach Road) – 2031
— MTO can only comment on start dates and not completion date. Therefore, the City needs to make assumptions. For example, it can be assumed that work can be done by 2031. MTO cannot commit to intermediate 2021 term.

Other Provincial Highways and Interchanges
— In regard to other MTO Highways and Interchanges including New Barrie By-Pass – 4-lane controlled access highway, Highway 400-404 Link, and proposed new interchange at 6th Line by Town of Innisfil, MTO referred to use modelling assumptions used in MTO TESR model.
— A Need Study is required for the new interchange at 6th Line, too.

MTO SHP Programs and City Capital Plans
— In regard to the presented table summarising MTO Southern Highways Program (SHP) 2017 – 2021 and City of Barrie Capital Plan 2017 – 2026, the following are major comments from MTO:
  • MTO cannot make any commitments beyond 5 years of capital projects plan as outlined in the Southern Highways Program.
  • Mapview Drive DDI: Not in the recent Southern Highways Program. The City has money in the budget to cost-share to help advance design. City would like to proceed with the project. MTO to review.
  • Essa Road Interchange: improvements in 2019-2021 Southern Highway Program.
  • Dunlop Street Interchange: MTO is planning detailed design for Dunlop interchange to start in 2018. Property request/acquisition will start soon.
  • Sunnidale and Anne Street are also shown in the Southern Highway Program.

5.0 CITY OF BARRIE CURRENT AND FUTURE NEED AND JUSTIFICATION STUDIES

5.1 Current Need and Justification Study – McKay Interchange and Salem / Lockhart Crossing
— WSP has completed a Need and Justification Study with the Emme macro modelling analyses for the south end of Barrie along the Hwy 400 corridor. The Study assessed the needs and justifications for transportation improvements in the following locations:
  • new Crossing at Salem /Lockhart
  • new Interchange at McKay
It was clarified that the Big Bay Point Crossing has been approved.
— In November 2017, a Draft Report was provided to MTO for review.
— MTO traffic and planning team advised that they have not reviewed the report, but have high-level comments. MTO is concerned about the future operational performance and safety on Highway 400 with the new interchange in place, required a microsimulation analysis and recommended a full Need Study Report before an EA study. MTO is less concerned about the Emme macro analysis that addresses the future demand at the new interchange.

5.2 Future Need and Justification Study
— Need & Justification Study will address the needs for improvements to current Highway 400 crossings and interchanges, or a new crossing or interchange, which are additional to the MTO TESR recommendations.
— MMATMP Update will be supported with analyses including traffic operations, micro and macro-modelling, active transportation, transit, rail crossing exposure and grade separation analysis, and conceptual design.
— In regard to Traffic Operations Assessment based on the scope of work for this MMATMP Update, up to 30 signalized intersections will be assessed along the Highway 400 corridor (from McKay to Duckworth), including ramp terminals and adjacent signalized intersections. It will be completed by Synchro/SimTraffic analyses for existing 2016/2017 and future horizons 2031 and 2041.

— WSP clarified that the analyses of the so-called Highway 400 corridor are to assess the traffic operations of the interchange ramp terminals and adjacent intersections and are not to re-visit the Highway 400 mainline that have been addressed by the MTO TESR Update study.

— MTO recommended that traffic operations assessment be better to be completed using Aimsun micro modelling.

— MMATMP Update will also be supported by more detailed analyses of the Highway 400 corridor - Need and Justification Study and Traffic Operational Analysis.

— MTO team commented that MTO interest is Highway 400 and that MTO wants to know if there will be any operational and safety issues including physical requirements and how the new interchange can fit within existing and future Highway 400.

— It was confirmed that MTO require Need and Justification Studies for Major Highway Improvements and that a microsimulation analysis and a full study report will need to be included.

— Any recommended highway improvements are required to be agreed by MTO before they are made to public.

### 6.0 POPULATION AND EMPLOYMENT FORECASTS AND 2017 GROWTH PLAN

— City used the 2013 Emme model for macro modeling and will update it to 2041, including growth and land uses.

— City has population and employment forecasts by traffic zones. The new forecasts were developed in line with the 2017 Growth Plan. City would like to compare with MTO data used for the GGH Model. In general, MTO used employment and population data provided by the City; however, this data would have been provided prior to the 2017 Growth Plan.

— In regard to External Zones / Gateways, MTO SAFO Office extracted and provided population and employment data at the gateways for horizons 2031 and 2041 from current GGH Model in September 2017.

— Population and employment forecasts at the gateways are not a direct input for the City of Barrie Demand Forecasting Model.

— MTO was asked to confirm whether population and employment forecasts outside of Barrie are in line with 2017 Growth Plan. City/WSP intends to use consistent data with the current GGH Model.
City team advised that County of Simcoe staff were consulted in February and March 2017 to confirm the future population and employment forecasts by 2031 for the County of Simcoe.

- It was confirmed that it is the same as those used for the County 2014 TMP and were shared with MTO SAFO Office.
- The forecasts by 2031 have reflected the most current growth allocations in the County and the projected growth in the Midhurst Secondary Plan Area.
- Forecasts by 2036 and 2041 are missing; therefore, City is recommending alternatively apply the same MTO GGH Model input. MTO to confirm.

7.0 MODAL SHARE TARGETS AND OTHER KEY MODELLING ASSUMPTIONS

7.1 Modal Share Targets

- WSP presented preliminary modal share targets and asked MTO to clarify modal share targets along the Highway 400 mainline applied in the 2017 TESR Update Study.

- MTO also to confirm active and transit assumptions in the GGH Model.

- MTO commented whether the average percentage is used in the Highway 400 corridor and whether the modal shares will be considered for different locations such as downtown core. WSP clarified that the modal share percentage is presented as city-wide average for the City and that different modal shares will be considered from location to location. WSP has provided a response Technical Memo to the similar comments by SAFO.

7.2 City Emme Model and Other Key Modelling Assumptions

- The MMATMP Update will apply the City of Barrie Emme Model (not MTO GGH Model). The major steps in Emme Macro Modelling that will be undertaken as part of the MMATMP Update:
  - Calibrate and validate the City Emme Model against 2016/2017 traffic counts
  - Apply the new population and employment forecasts in line with the 2017 Growth Plan (for the City of Barrie only) (these new forecast probably were not included in MTO model)
  - Develop the future City-wide road networks for horizons 2031, 2036, and 2041

- Aimsun Micro Modelling (for the purpose of MMATMP Update)
  - Develop an Aimsun model along the Highway 400 corridor for existing 2016, and future horizons 2031 and 2041
  - Identify future operational deficiencies for the preferred networks

- MTO confirmed that 2016 TTS data was not used in the MTO Model.

- Other modelling assumptions were recommended to coordinate with SAFO.

8.0 ENGAGEMENT, REVIEW AND ACCEPTANCE PROCESSES WITH STAKEHOLDERS

- WSP was asked to confirm to MTO when Public Meeting is planned for this study.

- Overall project/study is scheduled to be completed by December 2018.

- MTO recommended that all submissions to MTO, including the SAFO team, are coordinated through Rob Vandenberg from MTO.
Rob to provide excerpts of Geometric Design Manual details for ramps design speed.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

Attachments:

- Copy of WSP Presentation Materials for Stakeholders Meeting #1, January 11, 2018
- Table 1 - Requested Inputs from MTO (already forwarded to MTO SAFO on January 17, 2018)
Multi-Modal Active Transportation Master Plan

NOTICE OF PUBLIC INFORMATION CENTRE

The City of Barrie is undertaking an update to the Multi-Modal Active Transportation Master Plan (MMATMP) under the Municipal Class Environmental Assessment Master Planning Process to assess the City of Barrie’s future development of its road, transportation and active trail networks. The MMATMP update follows the planning process outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, amended in 2007, 2011 and 2015), with the study area encompassing the entire City, including the Salem and Hewitt’s Secondary Plan areas.

The MMATMP Update will ultimately inform the City of recommendations aimed at expanding and improving its transportation networks. This will be achieved through a combination of modeling, outreach, collaboration and review of existing conditions to determine the long-term transportation needs of the City.

This Public Information Centre will introduce the study to you, provide information on the existing conditions and seek your input on identifying opportunities, challenges, and ideas for the future vision of transportation in the City. Since this will be the only Public Information Centre for the study, it will also present the preliminary preferred alternatives and offer opportunities to provide additional input to the study team.

The Public Information Centre has been scheduled as follows:

Date: Tuesday, November 13, 2018
Time: 4:00 p.m. to 7:00 p.m.
Location: Southshore Community Centre
205 Lakeshore Drive, Barrie, ON L4N 7Y9
(parking fees will be waived for this event)

All interested individuals and agencies are invited to attend the Public Information Centre to view project information panels and provide comments regarding the preliminary preferred alternatives. City staff and representatives from the consulting firm will be available to discuss issues and concerns with members of the public. Comments collected in this process will be used to finalize the preferred alternative solutions.

A copy of the Public Information Centre materials will be available on the City of Barrie web page after the Public Information Centre. Please go to www.barrie.ca/eastudies, then select the project titled “Master Plan Update: Multi-Modal Active Transportation”. A feedback form is also available which can be returned in person at the Public Information Centre or returned via mail or email. Hard copies of the documents are available for public viewing at the following location (8:30 a.m. to 4:30 p.m., Monday to Friday):

City of Barrie
Engineering Department
6th Floor City Hall
70 Collier Street
Barrie, ON L4M 4T5

For additional information, to be added to the project mailing list, or to provide a feedback form, please contact:

Tom Reeve
Senior Infrastructure Planning Program Coordinator
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Tel: (705) 739-4220 Ext. 4465
Fax: (705) 739-4247
Email: Tom.Reeve@barrie.ca

Wendy Cooke
City Clerk
Kelly Oakley
Director of Engineering (Acting)

Notice Issued on November 1st and 8th, 2018.
PAUL SADLON RECOGNIZED WITH HONORARY DIPLOMA

At the same time students walked across the stage at Barrie Molson Centre to collect their diplomas, Georgian College took a moment to recognize the contributions of a local businessman.

Paul Sadlon, owner of Paul Sadlon Motors, was recognized at the Oct. 23 convocation event with a board of governors’ honorary diploma.

Sadlon and his family were an integral part of bringing the Sadlon Centre for Health, Wellness and Sciences to fruition with a $2 million donation in 2011.

“By investing in health care education, Mr. Sadlon is helping to produce the next generation of health care professionals who will work in our hospitals, health clinics, para-

medic services, long-term care facilities and other treatment sites,” said Georgian College president and CEO MaryLynn West-Moynes.

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MULTI-MODAL ACTIVE TRANSPORTATION MASTER PLAN
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Fax: (705) 739-4247
Email: Tom.Reeve@barrie.ca

Wendy Cooke
City Clerk

This Notice issued on November 1st and 8th, 2018.

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RVH ‘zones’ in on south campus
Have your say about its location

RVH is continuing its long range plan to develop a new state-of-the-art ‘south campus’ to meet the healthcare needs in rapidly-growing south Simcoe County.

We value your feedback – help us determine the optimum location for a ‘south campus’ by taking this survey by November 7, 2018.

www.surveymonkey.com/r/RVHSouthcampus

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Barrie
70 Collier Street, P.O. BOX 400
Barrie Ontario L4M 4T5
barrie.ca/PublicNotices
MULTI-MODAL ACTIVE TRANSPORTATION MASTER PLAN
Notice of Public Information Centre

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**Wendy Cooke**
- City Clerk

This Notice is issued on November 1st and 8th, 2018.
APPENDIX

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2013 MMATMP – 2031 RECOMMENDED ALTERNATIVE

1. Safe, Connected and Accessible Walking Environment
   Improvements to walking environment, continuous sidewalks and trails. Numerous recommended improvements in pre-2010 Barrie.

2. Safe and Connected Cycling Environment
   Extensive coverage of the City by cycling infrastructure and improved cycling conditions.

3. Safe, Reliable and Convenient Local Transit
   Significant improvements to transit service quality and coverage including expansion of route network to service the Annexed Lands, 4 additional transit hubs and increase service frequencies.

4. Acceptable Vehicular Demand for Projected Traffic Demand
   Partially meets projected traffic volume demand.

5. Transportation Demand Management Goals
   Alternative with possibility of implementing Transportation Demand Management measures.

6. Meets Travel Needs of All Barrie Residents
   Offers considerable travel alternatives to residents.

WHY UPDATE THE 2013 MMATMP?

→ Change in minimum density target: Increase to 80 residents and jobs combined per hectare for Greenfield Areas.

→ Change in growth allocation: from 60 percent in the Greenfield Area and 40 percent in the Intensification Area to 40 percent in the Greenfield Area and 60 percent in the Intensification Area.

→ Change in population forecasts

→ Regional transit improvements: all-day two-way service seven days a week, and electrification of the GO line by 2031.

→ Additional horizon year: forecast to and analysis of the 2041 horizon year.

![Population and Growth Rate Graph](attachment:image.png)
City of Barrie Multi-Modal Active Transportation Master Plan (MMATMP)

COUNCIL GOALS FOR MMATMP

1. Vibrant Business Community
2. Inclusive Community
3. Responsible Spending
4. Well Planned Transportation
   - Safety
   - Accessibility
   - Connectivity

The plan is developed based on:
- An estimation of forecasted traffic or travel
- Identified needs in transportation capacity or services
- Assessment of alternate scenarios to meet those needs
- A recommended Transportation Plan

MMATMP MODE PRIORITY

Pedestrian
Cyclists
Public Transit (Bus and Train)
Private Vehicle and Goods Movement

MMATMP OBJECTIVES

- Achieve conformity with Provincial, Regional, and City-wide policies and planning vision.
- Plan for enhanced mobility by all modes; in particular plan for a vibrant, multi-modal area.
- Analyze and make recommendations for infrastructure improvements timelines consistent with the MMATMP and capital programs and timelines.
Schedule

Project Start

Step 1
June 2017
MMATMP Update Project Initiation Meeting

Step 2
August 2017
Notice of Study Commencement

Step 3
January 2018
Background Review

Step 4
June 2018
Stakeholder Consultation (MTO, GO Transit, Simcoe County)

Step 5

Step 6
Preliminary 2041 Future Network Recommendations

Step 7
November 13, 2018
Public Engagement - PIC

Next Steps

Step 8
Finalize Future Network Recommendations and Implementation Plan

Step 9
Winter 2019
Final MMATMP Update Report

Step 10
Winter 2019
Council Presentation
Transit
5 Transit Hubs (Georgan Mall, Downtown, Allendale, Park Place and Holy Community Centre)

2 GO Transit Stations (Allendale and Barrie South)

30-45 minute frequencies on all routes

1 Weekday Peak Service (Route 90)

1 Express Service (Route 100)

1 School Service (Route 8)

10 Local Bus Routes (plus Route 90)

2% Existing Transit Mode Share (based on 2016 data that does not include the U-Pass program)
Potential Future Transit Vision (2041)

Improvements for GO Transit (part of the Regional Express Rail, expected implementation by 2025):

- **Weekday rush hour**: 30-minute service from Allandale Waterfront to Union Station in the morning and from Union Station to Allandale Waterfront in the afternoon/evening.
- **Midday, evening and weekend**: 60-minute, two-way service between Allandale Waterfront and Union Station.
- **Speed**: New electric trains are expected to cut travel times by up to 20 per cent.

Legend

- **New Transit Hub**
  - Royal Victoria Regional Health Centre
  - Georgian College
  - Allandale/Waterfront GO Station
  - Barrie South GO Station
  - Salem Transit Hub

- **Existing Transit Hub**
  - Georgian Mall
  - Downtown Terminal
  - Holly Community Centre
  - Park Place

- **Core Routes**
- **Support Routes**
- **Peak Hour Service (2041)**
- **Protection for Active Transportation and/or Transit Corridor**
- **Railway**
- **Annexed Area**
- **Under Jurisdiction of Simcoe County**
- **Park/Open Space**
- **Water**

Data Source: City of Barrie
Date Updated: November 2010
Project: 173/080330
Map Created by: WSP Thornton

→ **5** NEW Transit Hubs (Royal Victoria Health Centre, Georgian College, Salem and Barrie South GO)
→ **1** NEW Annexed Lands Bus Route
→ **7%** Transit Mode Share Target

**EXPRESS SERVICES** between major destinations during the **WEEKDAY PEAK**

→ **1** NEW weekday peak service for new employment lands in the south (Blue Line)
WE WANT YOUR INPUT!

Board 7 illustrates the proposed transit coverage for 2041 illustrating the connections between the major destinations. Using the markers and post-it notes provided, please tell us:

<table>
<thead>
<tr>
<th>Questions</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>What do you like about the 2031/2041 proposed plan?</td>
<td>• Proposed 2041 Map is not providing service to Berson &amp; Hanmer areas</td>
</tr>
<tr>
<td></td>
<td>• Uber type model has drawbacks</td>
</tr>
<tr>
<td></td>
<td>• Small bus may be preferable</td>
</tr>
<tr>
<td></td>
<td>• There are safety concerns for seniors/young families regarding “Uber” model. It may be more</td>
</tr>
<tr>
<td></td>
<td>acceptable if operated by city instead of private.</td>
</tr>
<tr>
<td></td>
<td>• Need direct bus route (not via terminal/transfer) connecting NW corner to SW corner (- via</td>
</tr>
<tr>
<td></td>
<td>Ferndale N+S).</td>
</tr>
<tr>
<td></td>
<td>• Provide better connection to hospitals.</td>
</tr>
<tr>
<td></td>
<td>• Provide incentives for hospital workers</td>
</tr>
<tr>
<td>What do you dislike about the 2031/2041 proposed plan?</td>
<td></td>
</tr>
<tr>
<td>How many days a week do you use Barrie Transit to commute to work/school?</td>
<td>SCHOOL:</td>
</tr>
<tr>
<td></td>
<td>• Essa Mafn Route</td>
</tr>
<tr>
<td></td>
<td>• Mapleview to Downtown</td>
</tr>
<tr>
<td></td>
<td>WORK:</td>
</tr>
<tr>
<td>What would it take for you to use Barrie Transit to commute to work/school</td>
<td>• Lower fees for seniors</td>
</tr>
<tr>
<td>everyday?</td>
<td>• Improve shelters for all line stops</td>
</tr>
<tr>
<td>Would you use the GO TRAIN for inter-city travel?</td>
<td>YES:</td>
</tr>
<tr>
<td></td>
<td>• If electrified (hence faster)</td>
</tr>
<tr>
<td></td>
<td>• If 2-way all day</td>
</tr>
<tr>
<td></td>
<td>NO:</td>
</tr>
<tr>
<td>Any additional comments?</td>
<td>• More service</td>
</tr>
<tr>
<td></td>
<td>• Holidays</td>
</tr>
<tr>
<td></td>
<td>• Shelters</td>
</tr>
<tr>
<td></td>
<td>• More frequent service for seniors/walking strollers</td>
</tr>
</tbody>
</table>
Active Transportation and Trails
Active Transportation Background

WHY ARE WE DEVELOPING A PLAN?

- Enhance active transportation to be a practical travel mode choice
- Improve efficiency and directness of existing and future routes
- Integrate AT and trails with land use planning
- Promote public health and safety
- Enhance current AT maintenance standards

HOW IS THE AT & TRAILS PLAN BEING DEVELOPED?

1. **Review existing conditions**
   Develop an understanding of what is on the ground now, what has already been planned, and investigate potential new active transportation and trail connections.

2. **Develop the network**
   Refine and identify a network of active transportation and trail linkages, and develop a realistic implementation plan including costing and funding strategies.

3. **Finalize the AT and Trails Plan**
   Review and finalize the AT and Trails network, and report based on input from the public, stakeholders and City staff. Present the plan to Council.
Active Transportation Background

WHAT IS THE VISION FOR AT AND TRAILS?

The City of Barrie supports the development of active transportation and trails to provide **continuous, well-connected** and **safe** options for residents and visitors that improves **recreational and commuter** opportunities, enhances **connectivity** to **key destinations** and increases **mobility** for users of **all ages and abilities**.

What are your thoughts about the future of active transportation and trails in Barrie?

Provide your input directly below using a marker.

- Need more AT infrastructure – bike lanes; pedestrian facilities – in the south end of commercial area; more places for cyclists and pedestrians to cross Hwy 400
- Must have bicycle locking stations everywhere – otherwise nowhere to go
- Must have clear line mapping + route options for AT travel
- Engage the AT working group
- Provides complete AT network – no gaps
- Keeps bicycles off sidewalks
- Prioritize safe access to green spaces, and key locations in Wards (e.g. No Frills in Ward!)
- Expand bike routes/lanes (e.g. Duckworth to Georgian Drive)
- Design bike lanes that have greater visibility for cars (e.g. green lanes vs. white painted bikes)
- Creates visual for drivers who may perceive lane is narrower + reduce speed
- Address bicycles on sidewalk – PSA/campaign strategies etc. – aware unsafe situations where people getting on/off buses have been hit by cyclists.
- Clearly marked trails – cyclists vs. walker/runners at waterfront
- Care taking of trails + look out points (e.g. Kempenfelt Park)

POLICY SUPPORT

Existing policies from all levels of government were reviewed to gain a better understanding of active transportation and trail conditions in Ontario.
Network Development Process

DEVELOPING THE AT AND TRAILS NETWORK

A seven (7) step process is being used to review, refine and update the City’s active transportation and trails network.

1. Collect background information and review existing conditions
   Review and map existing and previously planned active transportation and trail routes and facility types.

2. Identify route selection criteria
   Develop a set of criteria to help select new preferred active transportation and trail connections, and evaluate routes.

3. Identify potential new connections
   Identify potential new connections including on and off-road routes that could form part of the City’s active transportation and trails network.

4. Investigate the active transportation and trails network
   Field investigate and document existing and proposed routes. Complete spatial analysis to determine potential areas for improvement.

5. Confirm network and develop the route network hierarchy
   Confirm network based on results from steps 1-4 and input received. Identify a hierarchy for active transportation and trail linkages.

6. Identify the preferred facility types
   Identify appropriate facility types & design treatments for proposed active transportation and trail routes.

7. Identify a phasing plan
   Identify an implementation plan for proposed active transportation and trail routes, including interim solutions, costing and funding strategies.
What was proposed in the 2013 MMATMP?

Figure 7-4
Cycling, Pathway and Trail Network
Proposed Preferred Scenario – 2031

Notes:
1. Local streets in the annexed lands not shown.
2. Boulevard pathways on one side or a road should be bi-directional for cyclists.
3. Boulevard pathways on two sides of a road should be unidirectional for cyclists.

1) Designate east and west frontage streets as bicycle boulevards and link with boulevard pathways.
2) North side boulevard pathway only with no bicycle lanes on Hunt Drive across Lover’s Creek due to limited width of existing structure.
3) Provide east-west and north-south connections as part of future development. Consider pathway crossing of rail line to Barrie South GO.
4) Provide east-west and north-south connections as part of future development. Consider crossing of rail line west of Huronia Road.
5) Include north-south pathway crossing of rail line between Mapleview Drive East and Lockhart Road.
6) Interim on-road route of Trans-Canada Trail until poss.2031 buildout of annexed lands. Include off-road pathway on south side of Highway 400 structure.
7) St. Vincent crossing should contain continuous buffered bicycle lanes when replaced or rebuilt for Highway 400 widening.
8) Trans-Canada Pipeline Trail as planned in Simcoe Trails Strategy.
9) Consider crossing of rail line west of Huronia Road to provide east-west connection.

Legend
Trans-Canada Trail
- Major AT Pathway
- Standard AT Pathway
- Buffered Bicycle Lanes
- Bicycle Lanes
- Bicycle Boulevard
- Signed Route (Mixed Traffic)
- Interim On-Road Route

Road ROW Cycling Facilities
- Buffered Bicycle Lanes
- Bicycle Lanes
- Boulevard Pathway – Two Sides
- Boulevard Pathway – One Side
- Bicycle Boulevard
- Signed Route (Mixed Traffic)
- Other Road ROW Cycling Facility
- Streets with No Cycling Facilities

Other Pathways and Trails
- Major AT Pathway
- Standard AT Pathway
- Other Bicycle Pathways and Trails
- Railroad

Project No. - I177432
Date Updated: January 27, 2014
WHAT IS EXISTING NOW?

1,526 kilometres
existing active transportation and trail facilities

192 km
off-road multi-use trails

29 km
in-boulevard pathways

2 km
buffered bike lanes

22 km
bike lanes

8 km
signed bike routes

1273 km
sidewalks
Proposed Active Transportation Hierarchy

Draft AT Route Hierarchy
City of Barrie Multi-Modal Active Transportation Master Plan Update

Draft November 2018 | For Discussion Purposes Only

Spine Route
- Direct north-south, east-west links
- Connections to major commercial, employment, institutional, residential and tourist nodes
- Connections to Regional and local transit service

Neighbourhood Route
- Along collector / local roads that have low speeds and traffic volumes
- Connections to local parks, open spaces and destinations
- Connections to spine routes
## Draft Multi-Use Trail Hierarchy

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Primary Trails “Type A”</th>
<th>Primary Trails “Type B”</th>
<th>Secondary Trails</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface</td>
<td>Hard Surface (asphalt, concrete, or other accessible surface)</td>
<td>Hard surface (asphalt or AODA-compliant granular surface)</td>
<td>Asphalt / Compacted Stonedust / Woodchip surface (surface type dependent on location/context)</td>
</tr>
<tr>
<td>Trail Width</td>
<td>4.0m minimum</td>
<td>3.0m minimum</td>
<td>2.4m minimum</td>
</tr>
<tr>
<td>Maintenance</td>
<td>Highest level of maintenance (year-round)</td>
<td>Consideration for highest level of maintenance (year-round)</td>
<td>Typically 3-season maintenance</td>
</tr>
<tr>
<td>User Groups</td>
<td>Accommodates all user groups</td>
<td>Accommodates all user groups</td>
<td>Accommodates all user groups (where feasible)</td>
</tr>
<tr>
<td>Function</td>
<td>Serves commuter trips; Recreation and Leisure; Serves as celebration space</td>
<td>Provides key city-wide connections; Serves commuter trips, connecting schools, key community destinations, employment lands, and the Downtown; Recreation and Leisure; Serves as celebration space</td>
<td>Provides additional connections to neighbourhoods, parks, community facilities, natural areas, schools, etc. from Primary Trails</td>
</tr>
<tr>
<td>Location</td>
<td>Located outside of the road right-of-way</td>
<td>Located within or outside of the road right-of-way</td>
<td>Located outside of the road right-of-way</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Designed to meet or exceed minimum accessibility requirements</td>
<td>Designed to meet or exceed minimum accessibility requirements</td>
<td>Designed to meet or exceed minimum accessibility requirements (where feasible)</td>
</tr>
<tr>
<td>Lighting</td>
<td>Lighting will be provided</td>
<td>Lighting may be considered where use/demand is high (i.e.: heavily used commuter routes)</td>
<td>Lighting not typically provided</td>
</tr>
<tr>
<td>Longitudinal Slope</td>
<td>5% maximum</td>
<td>5% maximum (where feasible)</td>
<td>Longitudinal slope may exceed 5% depending on location/context</td>
</tr>
</tbody>
</table>

The City of Barrie also has an extensive system of tertiary trails. These trails are typically informal and formal single-use trails consisting of pedestrian footpaths, hiking trails and mountain bike trails. Given that they are not for multi-use purposes, tertiary trails are not included in the Active Transportation and Trails Master Plan.
WHAT COULD THE NETWORK LOOK LIKE?

Please review the following active transportation facility types and for each facility class, paste one sticker next to the facility you feel most comfortable using.

**SHARED FACILITIES**

Typically on low traffic volume, low speed roads whereby cyclists and motorists share the road space.

- Signed Bike Route
- Signed Bike Route with Sharrow
- Signed Bike Route with Edgeline

**DESIGNATED FACILITIES**

Typically on roads with low to moderate traffic volumes and speeds whereby cyclists have a designated space on the road.

- Bike Lane
- Buffered Bike Lane
- Buffered Paved Shoulder

**SEPARATED FACILITIES**

Typically along high volume, high speed roads whereby the cyclist is physically separated from the road. Separated facilities can include off-road routes, out of the road right-of-way.

- Cycle Track
- In-Boulevard Trail
- Off-Road Trail
**WHAT COULD THE TRAILS NETWORK LOOK LIKE?**

Which of the following trail amenities do you think need to be improved or added to Barrie’s network? Put a check mark in the box below each amenity you would like to see implemented.

<table>
<thead>
<tr>
<th>Trail Bridge</th>
<th>Entrance and Gates</th>
<th>Lighting</th>
<th>Boardwalks</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Trail Bridge Image" /></td>
<td><img src="image2" alt="Entrance and Gates Image" /></td>
<td><img src="image3" alt="Lighting Image" /></td>
<td><img src="image4" alt="Boardwalks Image" /></td>
</tr>
<tr>
<td>5 votes</td>
<td>4 votes</td>
<td>9 votes</td>
<td>4 votes</td>
</tr>
</tbody>
</table>

*Shared with pedestrians?*

<table>
<thead>
<tr>
<th>Washrooms</th>
<th>Crossings</th>
<th>Parking</th>
<th>Signage and Waste</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image5" alt="Washrooms Image" /></td>
<td><img src="image6" alt="Crossings Image" /></td>
<td><img src="image7" alt="Parking Image" /></td>
<td><img src="image8" alt="Signage and Waste Image" /></td>
</tr>
<tr>
<td>11 votes</td>
<td>5 votes 2 question marks</td>
<td>4 votes</td>
<td>12 votes Recycling</td>
</tr>
</tbody>
</table>
WE WANT YOUR INPUT!

The following maps illustrate the existing and proposed facility types for the active transportation and trails network. Using the markers and stickers provided, please tell us:

1. Do you agree with the active transportation and trail routes that are identified?

2. Are there routes that are missing that you think should be considered?

3. Are there facility types that you think should be reconsidered?

4. Are there locations or crossings where additional enhancements are needed for pedestrians and cyclists?

5. What are your priorities for implementation? Use the following coloured dots to indicate:
   - Short term
   - Medium term
   - Long term
PROMOTING ACTIVE TRANSPORTATION AND TRAILS

Use a check mark to identify the importance of each of the promotional / outreach initiatives below:

<table>
<thead>
<tr>
<th>Important</th>
<th>Neutral</th>
<th>Unimportant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public events to promote active transportation and trails</td>
<td>7 votes</td>
<td>Guided tours</td>
</tr>
<tr>
<td>Educational material including information on safe and proper use of AT and trail facilities</td>
<td>5 votes</td>
<td></td>
</tr>
<tr>
<td>On-going collaboration with local police services to enhance enforcement and safety blitzes</td>
<td>1 vote</td>
<td></td>
</tr>
<tr>
<td>Regular updates regarding the implementation of the AT and trails network, the status of specific projects or other achievements</td>
<td>3 votes</td>
<td>In media-engage with whole public</td>
</tr>
<tr>
<td>Enhanced mapping and route information in a variety of formats (e.g. print, online mapping etc.)</td>
<td>7 votes</td>
<td>Better signage</td>
</tr>
</tbody>
</table>

Do you have any other ideas on how the City can promote active transportation and trails? Provide your input directly below using a marker.
Road Network
2013 MMATMP – 2031 Total Number of Vehicle Lanes Proposed for Preferred Scenario

Notes:
1) Only 4 lanes on Big Bay Point Rd. across Lover’s Creek Bridge.
- LTL = Left turn lane
- TWLT = Two-way left turn lane
- Local streets in the annexed lands are not shown.
- The direction of travel is not shown on one-way streets.

Figure 7-6
Total Number of Vehicle Lanes Proposed Preferred Scenario – 2031

Legend

Vehicle Lanes
- 4 Lanes per Direction plus Continuous Median
- 3 Lanes per Direction plus Continuous Median
- 2 Lanes per Direction plus Continuous Median
- 2 Lanes per Direction
- 1 Lane per Direction

VSP Roadway Network
- Intero Junction of Simcoe County
- Railroad
- Schools
- Parks and Natural Heritage System

Commercial and Mixed Use Zoned Areas

Secondary Plan, Background Studies & Infrastructure
Master Plans – Intensification and Annexed Lands
Multi-Modal Active Transportation Master Plan
Master Plan

Project: U1-11 / 143
Date Updated: January 27, 2014
<table>
<thead>
<tr>
<th>Location</th>
<th>Improvements Recommended in MTO 2017 TESR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 400 Mainline</td>
<td>(1) Widen to 10 lanes with HOV, from Highway 89 to Duckworth Street; Widen to 8 lanes, from Duckworth Street to Highway 11</td>
</tr>
<tr>
<td>Duckworth Interchange</td>
<td>(1) Re-configuration and improvements completed in 2016</td>
</tr>
<tr>
<td>Bayfield Interchange</td>
<td>(1) A modified Parclo A / Diamond with geometric improvements</td>
</tr>
<tr>
<td></td>
<td>(2) Eliminate connection from Rose Street to the NB On-Ramp and Bayfield Street</td>
</tr>
<tr>
<td></td>
<td>(3) Widen Bayfield Street to 6 lanes</td>
</tr>
<tr>
<td>Dunlop Interchange</td>
<td>(1) Relocate E/W-N On-Ramp to the Hart Drive intersection</td>
</tr>
<tr>
<td></td>
<td>(2) Provide exclusive WB left-turn and right-turn lanes at the east ramp terminal</td>
</tr>
<tr>
<td></td>
<td>(3) Geometric improvements to the S-W Off-Ramp</td>
</tr>
<tr>
<td></td>
<td>(4) Widen to a 2-lane exit at the N-E/W Off-Ramp</td>
</tr>
<tr>
<td></td>
<td>(5) Relocate the west ramp terminal and provide a 3-lane approach on the N-E/W Off-Ramp</td>
</tr>
<tr>
<td></td>
<td>(6) Provide an exclusive EB right-turn lane, an additional WB left-turn lane, an additional EB left-turn lane and an exclusive SB right-turn lane at the west ramp terminal</td>
</tr>
<tr>
<td></td>
<td>(7) Widen Dunlop Street to 4 lanes plus 2 speed change lanes at crossing.</td>
</tr>
<tr>
<td>Essa Interchange</td>
<td>(1) Provide an exclusive EB right-turn lane at the Essa Road / Fairview Road intersection</td>
</tr>
<tr>
<td></td>
<td>(2) Reconfigure the current interchange with geometric improvements to existing ramps</td>
</tr>
<tr>
<td></td>
<td>(3) Propose a separate W-S On-Ramp</td>
</tr>
<tr>
<td></td>
<td>(4) Widen to two lanes at the NB and SB Off-Ramps</td>
</tr>
<tr>
<td></td>
<td>(5) Provide three lanes at the approach of the NB Off-Ramp</td>
</tr>
<tr>
<td></td>
<td>(6) Widen Essa Road to six lanes</td>
</tr>
<tr>
<td>Maplevie Interchange</td>
<td>(1) Reconfigure to a Diverging Diamond interchange configuration</td>
</tr>
<tr>
<td>Innisfil Beach Interchange</td>
<td>(1) Widen to a 2-lane exit at both the N-E/W and S-E/W off-ramps</td>
</tr>
<tr>
<td></td>
<td>(2) Geometric improvements to all existing ramps</td>
</tr>
<tr>
<td></td>
<td>(3) Widen Innisfil Beach Road to four lanes</td>
</tr>
</tbody>
</table>
ADVANTAGES OF MAPLEVIEW DIVERGING DIAMOND INTERCHANGE (DDI)

1. Ideal for High-Volume Interchanges
   The DDI will mitigate capacity deficiencies by operating as a 2-phase traffic signal system, as opposed to the existing 3-phase traffic signal system, reducing delays at traffic signals.

2. Improved Safety
   The geometric design of the DDI will slow vehicle travel speed which will increase safety.

3. Cost Effective
   DDI is cost effective to implement as the existing structure is wide enough to accommodate the required number of lanes.

4. Free Flow Operations on Hwy 400 On-Ramps
   The DDI will eliminate delays for left-turn movements entering Highway 400 as it creates free flow operations for all movements entering the highway. Thus, the existing 3-phase traffic signal system will be reduced to 2 phases.

To access the video link, scan the QR code using your phone.

Please view the demonstration video on how to drive through a DDI on provided laptop.
Notes:
1. Only 4 lanes on Big Bay Point Road across Lover’s Creek Bridge.
2. Diverging Diamond interchange (MTO 2017 TESSR)
3. New Parco A3 Interchange

- LTL = Left-Turn Lane
- TWLTL = Two-way Left-Turn Lane
- GPL = General Purpose Lane
- HOV = High Occupancy Vehicle
- DDI = Diverging Diamond Interchange
- Streets labeled as having "left-turn lanes at all driveways/streets" do not have a continuous median or TWLTL, but have left-turn lanes at all locations where left turns from the street occur. These streets function similarly to streets with a continuous TWLTL but are narrower.
- Local streets in the annexed lands are not shown.
- The direction of travel is not shown on one-way streets.

Legend
- 5 Lanes (4GPL+1HOV) per Direction plus Continuous Median (MTO 2017 TESSR Recommendations)
- 4 Lanes per Direction plus Continuous Median
- 3 Lanes (2GPL + 1 HOV) per Direction plus Continuous Median or TWLTL
- 3 Lanes per Direction plus Continuous Median or TWLTL
- 3 Lanes per Direction plus TWLTL at Some Driveways/Streets
- 3 Lanes (2DPL + 1 HOV) per Direction plus TWLTL at Some Driveways/Streets
- 2 Lanes per Direction plus Continuous Median or TWLTL
- 2 Lanes per Direction plus TWLTL at Some Driveways/Streets
- 2 Lanes per Direction
- 1 Lane per Direction plus Continuous TWLTL
- 1 Lane per Direction plus TWLTL at Some Driveways/Streets
- 1 Lane per Direction

2013 MMATMP Recommendation
Partial Interchange recommended in 2013 MMATMP will not be carried forward.
### Changes to Road Network from 2031 to 2041

#### Changes on Highway 400 Recommended by MTO 2017 TESR
1. Add 1 lane (HOV) per direction
2. Convert 1 lane from GPL to HOV per direction

#### Harvie Road / Big Bay Point Road
1. Partial Interchange recommended in 2013 MMATMP will not be carried forward due to:
   a. Improvements to current Diamond Interchange at Maplevale Drive - the future DDI will mitigate current capacity issues and increase capacity at ramp terminals.
   b. Improvement to Maplevale Drive between Bayview and Barrie View Drive - the auxiliary right-turn lanes will be reduced to provide an extra through lane, thus increasing capacity.
2. Roadside to be added on seg bay point ho31

#### Table 1: Changes of Classification from 2013 MMATMP

<table>
<thead>
<tr>
<th>Number</th>
<th>Roadway</th>
<th>From</th>
<th>To</th>
<th>Previous Classification</th>
<th>New Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Sunnyside Road</td>
<td>Carden Road</td>
<td>City south west</td>
<td>Minor Collector</td>
<td>Major Collector</td>
</tr>
<tr>
<td>B</td>
<td>McArthur Road</td>
<td>Morrice Road</td>
<td>Ashton Road</td>
<td>Minor Collector</td>
<td>Local</td>
</tr>
<tr>
<td>C</td>
<td>Morrice Road</td>
<td>Ashton Road</td>
<td>Local Street</td>
<td>Minor Collector</td>
<td>Miro Collector</td>
</tr>
<tr>
<td>D</td>
<td>Byng Drive</td>
<td>Byng Drive</td>
<td>Maplevale Drive</td>
<td>Major Collector</td>
<td>Major Collector</td>
</tr>
<tr>
<td>E</td>
<td>Byng Drive</td>
<td>Bayview Drive</td>
<td>Maplevale Drive</td>
<td>Major Collector</td>
<td>Major Collector</td>
</tr>
<tr>
<td>F</td>
<td>Wallert Road</td>
<td>Wallert Road</td>
<td>City south west</td>
<td>Minor Collector</td>
<td>Major Collector</td>
</tr>
</tbody>
</table>

#### Legend

- **Road Increases**
  - Add 1 Lane per Direction
  - Add 1 Lane per Direction plus TWLTL
  - Add 1 Lane (HOV) per Direction
  - Add 1 Lane (HOV) per Direction, Convert Curb Lane to HOV
  - Convert 1 Lane per Direction to HOV
  - Add TWLTL Only
  - No Change

- **Other**
  - New Roads
  - Upgrade/Downgrade Classification
  - Under Jurisdiction of Simcoe County
  - Railroad
  - Annexed Area

- **Road Diets**
  - Remove 1 Lane per Direction
  - Remove 2 Lanes per Direction

#### Notes:
- **LTL** = Left-Turn Lane
- **TWLTL** = Two-way Left-Turn Lane
- **HOV** = High Occupancy Vehicle
- **GPL** = General Purpose Lane
- **DDI** = Diverging Diamond Interchange
- Local streets in the annexed lands are not shown.
- Roadway changes compared to existing conditions.
- New roads are assumed to have zero lanes in existing conditions.
- The direction of travel is not shown on one-way streets.

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Barrie

Map Created by: WSP Thornton

Date Updated: November 12, 2011
Project: 17160831-02

Quebec

Map Created by: WSP Thornton

Date Updated: November 12, 2011
Project: 17160831-02

Ontario

Map Created by: WSP Thornton

Date Updated: November 12, 2011
Project: 17160831-02

Table 1: Changes of Classification from 2013 MMATMP

<table>
<thead>
<tr>
<th>Number</th>
<th>Roadway</th>
<th>From</th>
<th>To</th>
<th>Previous Classification</th>
<th>New Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Sunnyside Road</td>
<td>Carden Road</td>
<td>City south west</td>
<td>Minor Collector</td>
<td>Major Collector</td>
</tr>
<tr>
<td>B</td>
<td>McArthur Road</td>
<td>Morrice Road</td>
<td>Ashton Road</td>
<td>Minor Collector</td>
<td>Local</td>
</tr>
<tr>
<td>C</td>
<td>Morrice Road</td>
<td>Ashton Road</td>
<td>Local Street</td>
<td>Minor Collector</td>
<td>Major Collector</td>
</tr>
<tr>
<td>D</td>
<td>Byng Drive</td>
<td>Byng Drive</td>
<td>Maplevale Drive</td>
<td>Major Collector</td>
<td>Major Collector</td>
</tr>
<tr>
<td>E</td>
<td>Byng Drive</td>
<td>Bayview Drive</td>
<td>Maplevale Drive</td>
<td>Major Collector</td>
<td>Major Collector</td>
</tr>
<tr>
<td>F</td>
<td>Wallert Road</td>
<td>Wallert Road</td>
<td>City south west</td>
<td>Minor Collector</td>
<td>Major Collector</td>
</tr>
</tbody>
</table>

#### Legend

- **Road Increases**
  - Add 1 Lane per Direction
  - Add 1 Lane per Direction plus TWLTL
  - Add 1 Lane (HOV) per Direction
  - Add 1 Lane (HOV) per Direction, Convert Curb Lane to HOV
  - Convert 1 Lane per Direction to HOV
  - Add TWLTL Only
  - No Change

- **Other**
  - New Roads
  - Upgrade/Downgrade Classification
  - Under Jurisdiction of Simcoe County
  - Railroad
  - Annexed Area

- **Road Diets**
  - Remove 1 Lane per Direction
  - Remove 2 Lanes per Direction

#### Notes:
- **LTL** = Left-Turn Lane
- **TWLTL** = Two-way Left-Turn Lane
- **HOV** = High Occupancy Vehicle
- **GPL** = General Purpose Lane
- **DDI** = Diverging Diamond Interchange
- Local streets in the annexed lands are not shown.
- Roadway changes compared to existing conditions.
- New roads are assumed to have zero lanes in existing conditions.
- The direction of travel is not shown on one-way streets.
WE WANT YOUR INPUT!

Board 28 illustrates the proposed road network for 2041 (total number of lanes) and Board 29 illustrates the changes from 2031 to 2041. Using the markers and post-it notes provided, please tell us:

<table>
<thead>
<tr>
<th>Questions</th>
<th>Comments</th>
</tr>
</thead>
</table>
| Do you agree with the road network changes that are identified on Boards 28 and 29? Use the post-it notes to provide any comments. |YES:  
- Would be helpful to “fix/realign” Sunnidale & Anne intersection during construction  
- Not good ideas to have HOV for Hwy 400 and Bradford St. (take away from the flow)  
- Concerns about making Burton Ave between Bayview Dr and Milburn St 4 lanes in a century home neighborhood  
- Not happy with widening Burton Ave west to Bayview – this is a residential area with young families  
- Heavy truck should be prohibited from Minet’s Point to Essa  |
| Using the post-it notes, please identify the 3 road improvements you think should be the highest priority. |NO:  
- DDI  
- Mapleview |
| What other major improvements do you should be made to the 2041 Road Network? |YES:  
- Add more lights to local roads – “safety issue”  
- Lower speed limit on local roads |
Complete Streets & Transportation Demand Management
WHAT IS IT?

A Complete Street is designed for all ages, abilities and modes of travel, where safe and comfortable access for pedestrians, cyclists, transit-users and the mobility impaired is integrated into transportation planning.

WHY IS IT IMPORTANT?

Complete Streets policies ensure that transportation agencies plan, design, maintain and operate the entire road right-of-way to enable safe access for all users.
WHAT IS IT?
Transportation Demand Management (TDM) is a set of strategies, programs, policies and initiatives that...

1. Improves transportation efficiency
2. Encourages use of sustainable travel modes
3. Reduces reliance on single occupant vehicles
4. Encourages long-term change in travel behaviour

WHAT DOES TDM INCLUDE?

1. Measures and programs
   i. Carpooling
   ii. Car-share and bike-share
   iii. Transit priority

2. Supportive infrastructure
   i. Active Transportation facilities and routes
   ii. Bicycle parking
   iii. Transit services

Note: When combined, the two key components can lead to sustained behavioural change.

WHAT DOES IT LOOK LIKE NOW?
Carpooling
- Designated carpool parking close to office main entrances.
- Online ride matching.

Parking Pricing
- Price parking fee higher than transit fare.
- Paid employee parking coupled with discounted transit pass.

Peak Spreading
- Encourage commuter trips outside of peak periods.

Active Transportation Facilities
- Cycle tracks.
- Buffered paved shoulders.
- Urban shoulders.
Proposed Travel Demand Management Measures

Car Share
- Encourage car share in high density areas, residential areas and office buildings.
- Car share services should be made available to employment land uses.

City-wide Bikeshare
- Rentable bicycles with dedicated stations as pick-up and drop-off points.

Transit Priority
- Shared HOV and Transit for major corridors (Mapleview Drive or Yonge Street).
- Discounted employee transit passes.
- GO Meet – coordinating schedule of local transit to GO transit services.
- Increase number of school services.
WE WANT YOUR INPUT!

The previous boards describe various TDM measures. Using the markers provided, please indicate what you think the priority level should be for each of the measures below.

<table>
<thead>
<tr>
<th>TDM Measure</th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Carpooling</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Car pool parking spaces close to office main entrances</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>• Online ride matching</td>
<td>3</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td><strong>Parking Pricing</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Parking fee pricing more than transit fare</td>
<td>1</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>• Paid employee parking coupled with discounted transit pass</td>
<td></td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td><strong>Peak Spreading</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Encourage commuter trips outside of peak periods</td>
<td>1</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td><strong>Active Transportation Facilities</strong></td>
<td></td>
<td>2</td>
<td>9</td>
</tr>
<tr>
<td>• Cycle tracks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Buffered paved shoulders</td>
<td>1</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>• Urban shoulders</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
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<td><strong>Car Share</strong></td>
<td></td>
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<td>• Encourage car share in high density areas, residential areas and office buildings</td>
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</tr>
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<td><strong>Transit Priority</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>• Shared HOV and Transit for major corridors</td>
<td>4</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>• Discounted employee transit passes</td>
<td>1</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>• GO Meet matching scheduling of bus and train services</td>
<td>2</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>• Increased school services</td>
<td>3</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

Employee incentives for carpooling such as discount parking prices.

No minimum parking in zoning by law.

NEED NOW

FREE TRANSIT

Besides Georgian, what other school service?
Tom Reeve
Senior Infrastructure Planning
Program Coordinator
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Email: Tom.Reeve@barrie.ca
Tel: (705) 739-4220 ext. 4465

To visit the website, scan the QR code using your phone.

https://www.barrie.ca/City%20of%20Barrie/Environmental-Assessment-Studies/Pages/Multi-Modal-Active-Transportation-Master-Plan.aspx

How To Stay In Touch
Multi-Modal Active Transportation Master Plan

Public Information Centre
Tuesday, November 13th, 2018
4:00 p.m. to 7:00 p.m.
Southshore Community Center (205 Lakeshore Drive, Barrie, ON)

COMMENT SHEET

Personal information on this form is collected under the authority of the Environmental Assessment Act, Chap. E18, Section 7, and will be used in the development of the Multi-Modal Active Transportation Master Plan. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 726-4242.

Please print all responses

NAME OF RESPONDENT: [redacted]

REPRESENTING (Agency, Municipality, Property Owner, Tenant, etc.): [redacted]

ADDRESS (Including Postal Code & Telephone Number):

Street Address: [redacted] Unit/Apt: [redacted]

Postal Code: [redacted] Telephone Number: [redacted]

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A copy of the Public Information Centre materials is available online on the City of Barrie web page at the following link:
http://www.barrie.ca/eastudies.

1. What are your three biggest issues of concern regarding transportation in the City?

"SAFETY" - PLEASE ADD MORE ZEBS

LOWER SPEED LIMITS ON SOME OF THE LOCAL ROADS.

PROVIDE SECURITY ON SOME BIKE PATHS.

2. What are the top three transportation improvements that you would like to see in the City?

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________
Multi-Modal Active Transportation Master Plan

3. The City would like to make it easier for people to walk, cycle and take transit. What do you think are the three biggest challenges or constraints to providing greater transportation choices?

________________________________________________________________________________________________________________________________________________

________________________________________________________________________________________________________________________________________________

________________________________________________________________________________________________________________________________________________

4. Do you have any other comments for the study team in terms of what we should study, examples we should consider or other ideas?

________________________________________________________________________________________________________________________________________________

________________________________________________________________________________________________________________________________________________

________________________________________________________________________________________________________________________________________________

5. Are you satisfied with the level of detail of the information presented herein, at the Public Information Centre, and provided on the City website (http://www.barrie.ca/eastudies)?

☐ Poor (Much Improvement Required)
☐ Marginal (Some Improvement Required)
☐ Good
☐ Very Good
☐ Excellent

Please add a comment in support of your level of satisfaction below:

________________________________________________________________________________________________________________________________________________

________________________________________________________________________________________________________________________________________________

________________________________________________________________________________________________________________________________________________

Do you wish to be informed of future Public Information Centers and of staff recommendation for the Preferred Alternative Solution?

☐ Yes ☐ No

Signature: _______________________________ Date: _______________________________

Please submit this comment sheet by Friday, December 14th, 2018 to:

Tom Reeve, P. Eng.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220 ext. 4465
Fax: (705) 739-4247

E-mail: Tom.Reeve@barrie.ca

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1. What are your three biggest issues of concern regarding transportation in the City?
   - Poor AT network
   - No priority for alternate mode of travel
   - Free transit

2. What are the top three transportation improvements that you would like to see in the City?
   - Improve mode split
   - Implement TDM measures
   - DDI e Mapleview
Multi-Modal Active Transportation Master Plan

3. The City would like to make it easier for people to walk, cycle and take transit. What do you think are the three biggest challenges or constraints to providing greater transportation choices?

- Very poor infrastructure
- Missing parking or location
- Facilities to destination

4. Do you have any other comments for the study team in terms of what we should study, examples we should consider or other ideas?

- Need to re-prioritize road split
- TOD = parking minimum in ZBL

5. Are you satisfied with the level of detail of the information presented herein, at the Public Information Centre, and provided on the City website (http://www.barrie.ca/eastudies)?

- [ ] Poor (Much Improvement Required)
- [ ] Marginal (Some Improvement Required)
- [x] Good
- [ ] Very Good
- [ ] Excellent

Please add a comment in support of your level of satisfaction below:

- Need to highlight changes since last MMATMP

Do you wish to be informed of future Public Information Centers and of staff recommendation for the Preferred Alternative Solution?

- [x] Yes
- [ ] No

Signature: [Redacted]

Date: November 13, 2018

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1. What are your three biggest issues of concern regarding transportation in the City?

   1) cost for seniors - vulnerable
   2) disconnected bike lanes vs. using green/coloured lanes
   3) safe 'cat walks' - invasive species, garbage bins

2. What are the top three transportation improvements that you would like to see in the City?

   bike lanes
   incorporate Age Friendly Community Plan
   prioritization of snowplow areas
3. The City would like to make it easier for people to walk, cycle and take transit. What do you think are the three biggest challenges or constraints to providing greater transportation choices?

- where to put my bike!

4. Do you have any other comments for the study team in terms of what we should study, examples we should consider or other ideas?

free transit fare for seniors

5. Are you satisfied with the level of detail of the information presented herein, at the Public Information Centre, and provided on the City website (http://www.barrie.ca/eastudies)?

□ Poor
(Much Improvement Required)
□ Marginal
(Some Improvement Required)
□ Good
□ Very Good
□ Excellent

Please add a comment in support of your level of satisfaction below:

thanks for having stop available

Do you wish to be informed of future Public Information Centers and of staff recommendation for the Preferred Alternative Solution?

□ Yes □ No

Signature: [Redacted] Date: Nov 13, 2018

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1. What are your three biggest issues of concern regarding transportation in the City?
   - Car Share & Cost
   - Trail connection with shuttle from one end to the other
   - Trail upgrades along unpaved Wildflower Trail between Military Park and end of White Oaks signage missing

2. What are the top three transportation improvements that you would like to see in the City?
   - Clean up visual disgrace of Essa Rd.
Multi-Modal Active Transportation Master Plan

3. The City would like to make it easier for people to walk, cycle and take transit. What do you think are the three biggest challenges or constraints to providing greater transportation choices?

4. Do you have any other comments for the study team in terms of what we should study, examples we should consider or other ideas?

Integrate a Tourism Visitor Plan using Get to Attractions. Barrie Visitors - foot at Tourism Development. As Major Economic Development in Plan

5. Are you satisfied with the level of detail of the information presented herein, at the Public Information Centre, and provided on the City website (http://www.barrie.ca/eastudies)?

☐ Poor
(Much Improvement Required)

☐ Marginal
(Some Improvement Required)

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☐ Excellent

Please add a comment in support of your level of satisfaction below:

Well informed

Do you wish to be informed of future Public Information Centers and of staff recommendation for the Preferred Alternative Solution?

☐ Yes

☐ No

Signature: ____________________________ Date: Nov 13 / 18

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L4M 4T5

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1. What are your three biggest issues of concern regarding transportation in the City?

2. What are the top three transportation improvements that you would like to see in the City?

I own ±68 Brennan Ave which backs on to the Gables and I would be willing to sell a strip of the side to the City to establish a walk-through (catwalk) connecting Brennan Ave to Gables.
3. The City would like to make it easier for people to walk, cycle and take transit. What do you think are the three biggest challenges or constraints to providing greater transportation choices?

4. Do you have any other comments for the study team in terms of what we should study, examples we should consider or other ideas?

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- □ Excellent

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- Yes
- No

Signature:  
Date: Nov 13/18

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1. What are your three biggest issues of concern regarding transportation in the City?

________________________________________________________________________________________

________________________________________________________________________________________

________________________________________________________________________________________

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________________________________________________________________________________________

________________________________________________________________________________________

________________________________________________________________________________________
Multi-Modal Active Transportation Master Plan

3. The City would like to make it easier for people to walk, cycle and take transit. What do you think are the three biggest challenges or constraints to providing greater transportation choices?

4. Do you have any other comments for the study team in terms of what we should study, examples we should consider or other ideas?

5. Are you satisfied with the level of detail of the information presented herein, at the Public Information Centre, and provided on the City website (http://www.barrie.ca/eastudies)?

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☐ Very Good
☐ Excellent

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☐ Yes
☐ No

Signature: ________________________ Date: ________________________

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1. What are your three biggest issues of concern regarding transportation in the City?
   1) Not enough designated bike lanes/ bike safety.
   2) Not enough bike stands, especially at Malls/ promote bike use.
   3) Would like to see improvements in public transit, especially diminish the length of time required to cross the city - promote more use.

2. What are the top three transportation improvements that you would like to see in the City?
   1) See three above.
   2) That all street upgrades include widening for designated bike lanes.
   3) Lower street speed limits to 40 km per hr - safer for bikes & show cities commitment to more environmentally friendly transportation.
Multi-Modal Active Transportation Master Plan

3. The City would like to make it easier for people to walk, cycle and take transit. What do you think are the three biggest challenges or constraints to providing greater transportation choices?

1) Safety: with vehicles moving so fast pedestrians & cyclists are greater risk.
2) Not enough well marked designated bike lanes, routes connecting all neighborhoods.
3) Challenge to make public transit more reliable & enjoyable than ever dependence on the individual car.

4. Do you have any other comments for the study team in terms of what we should study, examples we should consider or other ideas?

- European model of plowing bike lanes before cars.
- Consider developing a carless downtown core, served by frequent & free public transit.

5. Are you satisfied with the level of detail of the information presented herein, at the Public Information Centre, and provided on the City website (http://www.barrrie.ca/eastudies)?

☐ Poor (Much Improvement Required)
☐ Marginal (Some Improvement Required)
☐ Good
☐ Very Good
☐ Excellent

Please add a comment in support of your level of satisfaction below:

__________________________________________________________

Do you wish to be informed of future Public Information Centers and of staff recommendation for the Preferred Alternative Solution?

☐ Yes ☐ No

Signature: ___________________________ Date: ________________

Please submit this comment sheet by Friday, December 14th, 2018 to:

Tom Reeve, P. Eng.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220 ext. 4465
Fax: (705) 739-4247
E-mail: Tom.Reeve@barrie.ca

Thank you for your comments

I cannot make the Nov. 13/18 meeting but wish to get more involved in promoting a safe walkable, cycle-able city to address Climate Change & improve the health of our community.
The City of Barrie is undertaking updates to Multi-Modal Active Transportation Master Plan. This study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (EA) process, to identify and project future infrastructure needs throughout the City. The study area encompasses the entire City, including the annexed lands.

A copy of the Public Information Centre materials is available online on the City of Barrie web page at the following link: http://www.barrie.ca/eastudies.

1. What are your three biggest issues of concern regarding transportation in the City?
   
   Infrastructure/Environment
   
   Accessability to Bus Service,
   
   Bike lane and Sidewalk Safety.
   
2. What are the top three transportation improvements that you would like to see in the City?
   
   More Public awareness and communication
   
   Dedicated bus lanes
   
   24 hour Bus service
Multi-Modal Active Transportation Master Plan

3. The City would like to make it easier for people to walk, cycle and take transit. What do you think are the three biggest challenges or constraints to providing greater transportation choices?

Providing more Complete Streets throughout the City.

Finances of the City. (Subsidies and Discounts)

Changing Public attitudes towards Public Transit.

4. Do you have any other comments for the study team in terms of what we should study, examples we should consider or other ideas?

Integrating all modes of transportation, to include working with other jurisdictions throughout the region.

The City could implement more “Pedestrians Only” and One-Way Streets.

5. Are you satisfied with the level of detail of the information presented herein, at the Public Information Centre, and provided on the City website (http://www.barrie.ca/eastudies)?

☐ Poor (Much Improvement Required)
☐ Marginal (Some Improvement Required) ☑ Good
☐ Very Good
☐ Excellent

Please add a comment in support of your level of satisfaction below:

I am not really in favour of this type of information format. I would suggest that you would recieve a more comprehensive response from a Panel made up of an eclectic group of residents, in a Presentation/ Workshop environment.

Do you wish to be informed of future Public Information Centers and of staff recommendation for the Preferred Alternative Solution?

☑ Yes ☐ No

Signature: Date: November 14, 2018

Please submit this comment sheet by Friday, December 14th, 2018 to:

Tom Reeve, P. Eng.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220 ext. 4465
Fax: (705) 739-4247
E-mail: Tom.Reeve@barrie.ca

Thank you for your comments
The City of Barrie is undertaking updates to Multi-Modal Active Transportation Master Plan. This study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (EA) process, to identify and project future infrastructure needs throughout the City. The study area encompasses the entire City, including the annexed lands.

A copy of the Public Information Centre materials is available online on the City of Barrie web page at the following link: http://www.barrie.ca/eastudies.

1. What are your three biggest issues of concern regarding transportation in the City?
   - Congestion on Mapleview Drive
   - More E/W crossings @ 400

2. What are the top three transportation improvements that you would like to see in the City?
   - Diverging Diamond interchange
   - Two-way Go services / better times on weekends
   - Transit on demand
Multi-Modal Active Transportation Master Plan

3. The City would like to make it easier for people to walk, cycle and take transit. What do you think are the three biggest challenges or constraints to providing greater transportation choices?

1. Barrie road network not a grid
2. Hwy 400 splitting the city (challenging/minimal crossing)
3. Too many people own cars (less willing to shift their mode choice)

4. Do you have any other comments for the study team in terms of what we should study, examples we should consider or other ideas?
   No

5. Are you satisfied with the level of detail of the information presented herein, at the Public Information Centre, and provided on the City website (http://www.barrie.ca/eastudies)?

☐ Poor (Much Improvement Required)
☐ Marginal (Some Improvement Required)
☐ Good
☐ Very Good
☒ Excellent

Please add a comment in support of your level of satisfaction below:

The staff were very helpful & engaging. Explained the boards effectively and knew how to communicate the challenges the city faces.

Do you wish to be informed of future Public Information Centers and of staff recommendation for the Preferred Alternative Solution?

☐ Yes
☐ No

Signature: ____________________________ Date: ____________________________

Please submit this comment sheet by **Friday, December 14th, 2018** to:

Tom Reeve, P. Eng.
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220 ext. 4465
Fax: (705) 739-4247
E-mail: Tom.Reeve@barrie.ca

Thank you for your comments
APPENDIX

G-8 NOTICE OF STUDY COMPLETION
APPENDIX
**NOTICE OF COMPLETION**

The City of Barrie has completed the six Master Plans under the Municipal Class Environmental Assessment Master Planning Process:

- Water Supply Master Plan
- Water Storage and Distribution Master Plan
- Wastewater Treatment Master Plan
- Wastewater Collection Master Plan
- Drainage Master Plan
- Transportation Master Plan

The Master Plans follow the planning process outlined in the Municipal Engineers Association Municipal Class Environmental Assessment Master Planning document (October 2000, amended in 2007, 2011 and 2015). The Master Plans inform the City of Barrie of recommendations aimed at expanding and improving its water, wastewater, transportation and drainage infrastructure to meet the demands of the City’s future population and employment. This was achieved through a combination of review of existing conditions, modeling, outreach, and collaboration to determine the long-term needs and priorities of the City.

The associated Schedule A, A+, B and C projects have been recommended as part of the study to accommodate the projected growth and are documented in the Master Plans and available on the City of Barrie website at barrie.ca → City Hall → Environmental Assessment Studies.

With Schedule A and A+ projects being pre-approved, this Notice of Completion only pertains to the Schedule B projects. Schedule C projects will have further public consultation components in the future associated with subsequent phases under the Municipal Class Environmental Assessment process.

The Master Plans have been conducted under Approach #2 of the Municipal Class Environmental Assessment process. The project included Public Information Centres where the public and stakeholders could provide comments on the project details and recommendations. Public and review agency comments received have been considered in the development of the recommended networks and infrastructure improvements. The Master Plans and a list of the Schedule A, A+, B and C projects have been placed in the public record for review and the documents are available during regular business hours on the City of Barrie website at barrie.ca → City Hall → Environmental Assessment Studies. If you wish to view a paper copy, please make an appointment with Tom Reeve using the contact information below.

Questions or concerns related to the above noted Master Plans or recommendations may be directed to Tom Reeve, within thirty (30) calendar days from the date of this notice:

Tom Reeve, P. Eng.
Senior Infrastructure Planning Program Coordinator
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Tel: (705) 739-4220 Ext. 4465
Email: Tom.Reeve@barrie.ca

If concerns arise that cannot be resolved with the City of Barrie, a person or party may request that the Minister of the Environment, Conservation and Parks make an Order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. Part II Orders cannot be submitted in respect of the Master Plan itself, but must be made in respect to individual Schedule B projects listed in association with this notice. Requests must be received by the Minister at the address provided below within thirty (30) calendar days of this notice being issued. More information on making a Part II Order request, including the Part II Order request form, can be found at: https://www.ontario.ca/page/class-environmental-assessments-part-ii-order.

If no requests are received, the City of Barrie, upon receipt of necessary approvals from the provincial ministry, plans to proceed to the implementation of the recommended Schedule A, A+ and B projects identified in the Master Plan through a phased approach, dependent on future budget approvals. Schedule C projects will require further study.

This notice issued June 6, 2019 and June 13, 2019.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of public record.

Wendy Cooke
City Clerk

Bala Araniyasundaran, P. Eng.
Director of Engineering
APPENDIX

G-9 STAFF REPORT
RECOMMENDED MOTION

1. That the following six Infrastructure Master Plans related to growth from 2019-2041 be endorsed, and that staff file Notices of Completion in accordance with the Municipal Class Environmental Assessment process:
   a) Water Supply;
   b) Water Storage and Distribution;
   c) Wastewater Treatment;
   d) Wastewater Collection;
   e) Drainage; and
   f) Transportation.

PURPOSE & BACKGROUND

2. The purpose of this staff report is to request authority to finalize and issue notice of completion in accordance with the Municipal Class Environmental Assessment for the Infrastructure Master Plans for servicing requirements to the year 2041.

3. Following the Barrie-Innisfil Boundary Adjustment Act in 2009, the City of Barrie undertook a number of studies to develop a strategy for managing growth to the year 2031. Those studies, completed in 2013/2014 included infrastructure master plans for water, wastewater, drainage and transportation. It is accepted practice that master plans be updated on a 5 years basis. This staff report is presenting the scheduled master plan updates which now consider the time period to the year 2041.

4. The 2017 Provincial Growth Plan permits the City of Barrie to plan for a population of 253,000 and 129,000 jobs by the year 2041. A key part of preparing for this growth is ensuring that the infrastructure that is required to support this growth is identified, planned and in place.
5. A key input for the master plans is the growth forecast for the City. While the province identified the targets of 253,000 people and 129,000 jobs by 2041, there is a need to identify which areas of the City will receive the people and jobs, and what the numbers look like at interim timeframes. Watson and Associates were retained to develop growth projections for the City of Barrie in 5 year increments for both population and employment (jobs). These projections were mapped across the City of Barrie in 170 model zones across the City. The projections were developed considering the Provincial Growth Plan, City planning documents, currently planned growth and predicted demographic changes. The growth projections by zone are important for the development of infrastructure master plans as they guide where new or additional infrastructure is required to meet demand from growth.

6. The growth projections were used to develop the six infrastructure master plans:

<table>
<thead>
<tr>
<th>Master Plan</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Supply Master Plan</td>
<td>The City of Barrie gets its drinking water from Kempenfelt Bay and groundwater wells. This Water Supply Master Plan looks at the infrastructure that brings water from these two sources to supply all the zones in the City.</td>
</tr>
<tr>
<td>Water Storage and Distribution Master Plan</td>
<td>The City’s drinking water distribution system consists of pipes, reservoirs and pump stations. This water system provides water to residents and supplies water to fight fires. The Water Storage and Distribution Master Plan analyzes the future demands and recommends the infrastructure required to meet the target level of service for the City.</td>
</tr>
<tr>
<td>Wastewater Collection Master Plan</td>
<td>Wastewater (sanitary sewage) is collected from across the City and conveyed to the treatment plant through pipes and pump stations. The Wastewater Collection Master Plan recommends future infrastructure required to meet increased flows as well as makes recommendations on reducing extraneous sources of water into the system to minimize stress on the wastewater system.</td>
</tr>
<tr>
<td>Wastewater Treatment Master Plan</td>
<td>Prior to being discharged to Lake Simcoe, the City’s wastewater must be treated to a high standard to protect this sensitive environment and meet provincial regulations. The Wastewater Treatment Master Plan looks at the processes and infrastructure at the wastewater treatment facility and recommends what is required to continue to meet our objectives.</td>
</tr>
<tr>
<td>Transportation Master Plan</td>
<td>The Transportation Master Plan is an update to the 2014 Multi-Modal Active Transportation Master Plan. The Transportation Master Plan covers road network improvements, active transportation improvements (pedestrian and cycling networks), trails, and transit.</td>
</tr>
<tr>
<td>Drainage Master Plan</td>
<td>The 2019 Drainage Master Plan represents the first time the City has had one drainage master plan to cover multiple watersheds across the City. The scope of the study is to identify drainage improvements required to meet current City standards and prepare for the intensification and development occurring in Barrie. The drainage master plan addresses flooding, drainage and water quality concerns through recommendations on storm sewers, culverts, stormwater ponds and low impact development infrastructure.</td>
</tr>
</tbody>
</table>
ANALYSIS

7. The Master Plans have been developed under the Municipal Class Environmental Assessment (EA) process that identify the preferred water, wastewater, drainage and transportation solutions to meet the City of Barrie’s growth requirements to the year 2041. A summary of each Master Plan is provided in Appendix A and Final Drafts of the Master Plans can be found on the City’s website at www.barrie.ca/eastudies.

8. The solutions outlined in the Master Plans, when implemented, will result in complete, connected communities where residents will continue to enjoy delivery of safe, clean drinking water to their homes and businesses, collection and treatment of wastewater and stormwater for protection of the environment, and a transportation network that provides choices for people to walk, cycle, take transit and drive as they move around the City.

Master Plans under the Environmental Class Environmental Assessment Process

9. The Municipal Engineers Association (MEA) Municipal Class Environmental Assessment Document (October 2000, as amended in 2007, 2011 and 2015) (the Class EA process) outlines options for completing master plans. These Master Plans were undertaken in accordance with Approach #2 of the Master Planning process outlined in the Class EA document. This process addresses Phases 1 (identify problem or opportunity) and Phase 2 (selecting preferred solution) of the Municipal Class EA process.

10. The Municipal Class EA document classifies projects in terms of schedules. The below table shows the definition of each project schedule and provides some examples of the projects included in the City of Barrie master plans.

<table>
<thead>
<tr>
<th>Project Schedule Definition</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Schedule A</strong>&lt;br&gt;Projects are limited in scale, have minimal adverse environmental effects and include a number of municipal maintenance and operational activities. These projects are pre-approved and may proceed to implementation without following the full Class EA planning process. Schedule A projects generally include normal or emergency operational and maintenance activities.</td>
<td>• Culvert replacement within the City’s property.&lt;br&gt;• Extend water distribution system or wastewater collection system where extension is required to service a development under the Planning Act.&lt;br&gt;• Expand/ refurbish/ upgrade sewage treatment plant up to existing rated capacity.</td>
</tr>
<tr>
<td><strong>Schedule A+</strong>&lt;br&gt;As part of the 2007 amendments, Schedule A+ was introduced, where Schedule A+ projects are pre-approved, however, the public is to be advised prior to project implementation.</td>
<td>• Modify a stormwater pond within existing City property for the purpose of water quality.&lt;br&gt;• Construction of bike lanes, sidewalks or multi-use trails.</td>
</tr>
<tr>
<td><strong>Schedule B</strong>&lt;br&gt;Projects have the potential for some adverse environmental effects. Schedule B projects generally include improvements and minor expansions to existing facilities.</td>
<td>• Install or expand a stormwater pond where property is required.&lt;br&gt;• Culvert replacement where property outside of the City’s property is required.&lt;br&gt;• Works undertaken in a watercourse for the purposes of flood control or erosion control.&lt;br&gt;• Construction of new or widening roads (value less than $2.4 million).&lt;br&gt;• Construction of a new pump station.</td>
</tr>
</tbody>
</table>
Schedule C
Projects have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the Class EA document. Schedule C projects generally include the construction of new facilities and major expansions to existing facilities.

- Construction of new or widening roads (value greater than $2.4 million).
- Expand a sewage treatment plant beyond its existing rated capacity.

11. By following Approach #2 of the master planning process, the Master Plans, once completed, will fulfill all the environmental assessment requirements for Schedules A, A+, and B projects. This approach will result in significant time and cost savings because the City will not need to undertake separate EAs for Schedule B projects after completion of the Master Plans. The Schedule C projects will require completion of phases 3 and 4 of the Municipal Class EA process prior to implementation. Each master plan document includes a list of Schedule A, A+, B and C projects.

Public Consultation

12. The City has undertaken public consultation in accordance with the requirements for the Municipal Class EA process in order to ensure that the City’s obligations for the Master Plan stage have been met.

13. The points of public contact as required under the Municipal Class EA process have been as follows:

a) Notice of Commencement – Drainage Master Plan – June 1, 2017
b) Notice of Commencement – Water-Wastewater Master Plan – August 10, 2017
c) Notice of Commencement – Transportation Master Plan – August 29, 2017
d) Drainage Master Plan - PIC #1, - November 2, 2017
e) Drainage Master Plan - PIC #2, - April 17, 2018
f) Water & Wastewater Master Plan - PIC #1, - November 1, 2018
g) Transportation Master Plan PIC #1, - November 13, 2018

14. Once the Master Plans are approved by Council, the City will be issuing a Notice of Completion for the Master Plans. The associated Schedule A, A+, B and C projects have been recommended as part of the preferred alternative solutions to accommodate the projected growth and are documented in the Infrastructure Master Plans. With Schedule A and A+ projects being pre-approved, this Notice of Completion only pertains to the Schedule B projects. Schedule C projects will have further public consultation components in the future associated with subsequent phases under the Municipal Class Environmental process.

15. If a person or party has concerns that are not resolved by the City of Barrie’s recommendations, or response to comments, that person or party may request that the Ministry of Environment, Conservation and Parks (MECP) make an Order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order). Part II Orders cannot be submitted in respect of the Master Plans themselves, but must be made in respect to individual Schedule B projects listed in association with this notice. More information on the process can be found here: https://www.ontario.ca/page/class-environmental-assessments-part-ii-order
16. The Minister of Environment, Conservation and Parks will evaluate Part II Order requests and has 4 options for a decision:
   a) refer the matter to mediation before making a decision
   b) deny the request and inform the proponent and requester
   c) deny the request but impose conditions
   d) require the proponent to comply with the Part II Order and prepare a terms of reference for an individual environmental assessment

17. After a minimum of 30 days, if no Part II Order is received, the City can proceed with implementation of the Schedule B projects.

Implementation and Next Steps

18. Once the Master Plans are completed, the recommendations are used as input for a number of other studies:
   a) Development Changes Background Study and By-Law - This is a mechanism that allows municipalities to collect funds from developers, to use towards provision of services to support growth. The goals is to ensure that growth pays for growth to the greatest extent possible, and that any benefit to existing population is also appropriately funded.
   b) Official Plan (OP) Update - One very direct connection to the OP relates to the right-of-way widths identified in the Transportation Master Plan recommendations. Through the OP, the City has the authority to acquire additional land for road widening through dedication at the time of development or redevelopment, rather than having to purchase the property.
   c) Asset Management Plans (AMPs) – The capital costs associated with infrastructure to service growth are a key component of the City’s investment needs. These growth related costs combined with the costs to operate, maintain, rehabilitate and eventually replace existing assets, make up the total cost required to deliver the City’s services. AMPs report on total costs required to deliver City services, against the City’s available funding/willingness to pay. Where there are funding shortfalls, an AMP will identify the risks associated with those shortfalls and facilitate fully informed, transparent decision making.
   d) Financial planning – Aligned with asset management plans, long range financial plans consider the details of how to pay for City services, impacts on rates, taxation levels, and overall financial condition.

19. In addition the studies noted above, the Master Plans provide a first step in implementation of infrastructure projects through the City’s capital planning process. The infrastructure will be implemented through a combination of City-led projects and developer-led projects with City oversight.

20. City-led projects are implemented through the City's business plan (capital plan). The general project steps for implementation of growth infrastructure are:
   a) Master Plan: Project is identified in the Master Plan.
   b) Additional Study: Further study or additional environmental assessment (not needed for all projects).
   c) Capital Plan: Project is added to the capital plan using the information from the master plan to determine appropriate scope, cost and schedule. Prioritization in the capital plan follows a risk based process that considers all needs across the City, affordability and desired levels of service.
d) **Pre-Design/ Design:** Design work is undertaken either internally by Barrie’s Engineering Department or by a consultant hired by the City. Depending on the nature and complexity of the project this typically takes one or two years and may also include a pre-design phase.

e) **Property acquisition:** Projects that require the City to acquire additional property to be purchased secure the property through negotiation or, if necessary, expropriation. This typically takes at least one year.

f) **Utility Relocation:** Third party utilities (e.g. gas, electrical, communication) that need to be relocated are moved by the third party in coordination with the City’s design. Depending on the nature of the utility work this typically takes one year.

g) **Construction:** Construction of the project is undertaken, the duration is determined by the size and complexity of the project.

h) **Operations and Maintenance:** once the project is completed, it is added to the inventory of assets which must be operated and maintained by the City.

21. The Master Plans consider the infrastructure needs to service new subdivisions and other developments, however the local infrastructure projects within subdivisions are not identified through the Master Plans. This local infrastructure will be built by developers through subdivision agreements (for example, local roads and associated watermains, wastewater sewers, parks) with City review, inspection and sign-off prior to assumption.

**ENVIRONMENTAL MATTERS**

22. The Infrastructure Master Plans have been completed under the Municipal Class EA process which considers environmental as well as social and financial criteria. The environmental commitments made through completion of the master plans will be carried through to the design and construction phases of the process.

23. The recommendations of Drainage Master Plan and Wastewater Treatment Master Plan were determined through a combination of meeting provincial regulatory requirements, City of Barrie guidelines, working with conservation authorities and applying industry best practice. The recommendations will help to protect the City’s creeks and Lake Simcoe from the potential impacts of urban development and human activity.

24. The Transportation Master Plan contains recommendation to improve the long term sustainability of the City by improving transportation options for residents to provide more incentives for people to make sustainable and healthy choices.

**ALTERNATIVES**

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

- **Alternative #1** General Committee could decide not to approve the Infrastructure Master Plans. This alternative is not recommended as these documents identify the infrastructure required to support growth to 2041 and beyond. The implementation of the recommended projects would be delayed.

- **Alternative #2** General Committee could endorse the Infrastructure Master Plans but direct staff to complete additional study on one or more aspects of the Master Plans prior to implementation of the related project(s).
The following table summarizes the capital cost estimates to implement the Master Plans:

<table>
<thead>
<tr>
<th>Master Plan</th>
<th>Component</th>
<th>Capital Costs Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Supply</td>
<td>Groundwater Supply</td>
<td>$2,400,000</td>
</tr>
<tr>
<td></td>
<td>Surface Water Supply</td>
<td>$6,800,000</td>
</tr>
<tr>
<td></td>
<td>Total:</td>
<td>$9,200,000</td>
</tr>
<tr>
<td>Water Storage and Distribution</td>
<td>Watermains</td>
<td>$76,800,000</td>
</tr>
<tr>
<td></td>
<td>Pump Stations and Reservoirs</td>
<td>$33,400,000</td>
</tr>
<tr>
<td></td>
<td>Total:</td>
<td>$110,200,000</td>
</tr>
<tr>
<td>Wastewater Collection</td>
<td>Trunk Sewers</td>
<td>$88,700,000</td>
</tr>
<tr>
<td></td>
<td>Pump Stations</td>
<td>$36,400,000</td>
</tr>
<tr>
<td></td>
<td>Total:</td>
<td>$125,100,000</td>
</tr>
<tr>
<td>Wastewater Treatment</td>
<td>Advance Nutrient Removal</td>
<td>$189,000,000</td>
</tr>
<tr>
<td></td>
<td>Solid Stream Modifications</td>
<td>$99,400,000</td>
</tr>
<tr>
<td></td>
<td>Hydraulic Expansion</td>
<td>$90,000,000</td>
</tr>
<tr>
<td></td>
<td>Total:</td>
<td>$378,400,000</td>
</tr>
<tr>
<td>Transportation</td>
<td>Roads¹</td>
<td>$1,659,100,000</td>
</tr>
<tr>
<td></td>
<td>Active Transportation</td>
<td>$172,400,000</td>
</tr>
<tr>
<td></td>
<td>Transit</td>
<td>$248,500,000</td>
</tr>
<tr>
<td></td>
<td>Total:</td>
<td>$2,080,000,000</td>
</tr>
<tr>
<td>Drainage²</td>
<td>Culvert Improvements¹</td>
<td>$52,200,000</td>
</tr>
<tr>
<td></td>
<td>Stormwater Ponds</td>
<td>$68,500,000</td>
</tr>
<tr>
<td></td>
<td>Trunk Sewers</td>
<td>$63,800,000</td>
</tr>
<tr>
<td></td>
<td>Watercourse Improvements</td>
<td>$58,000,000</td>
</tr>
<tr>
<td></td>
<td>Total:</td>
<td>$242,500,000</td>
</tr>
<tr>
<td>All Master Plans</td>
<td></td>
<td>$2,945,400,000</td>
</tr>
</tbody>
</table>

Notes:
1. The cost for some culverts determined in the Drainage MP are included as part of the cost for road widening.
2. Drainage Master Plan costs do not include upsizing of local sewers what were recommended for implementation at the time of renewal.

The capital cost estimates were prepared to capture the total costs of implementing projects, including actual construction costs, engineering and other soft costs and contingencies. Base construction costs were based on industry expectations, and where possible, cross referenced with previous City of Barrie experience on similar projects. Property costs were estimated using actual data from land purchases in the City of Barrie over the last 6 years. Percentages for engineering design, project management, utility relocation, and contract administration and inspection. Finally, contingencies were added, to reflect the high level of uncertainty associated with planning level estimates. This approach is standard within the engineering and construction industry, and application of appropriate contingencies at the early planning stages is considered best practice.
28. Master plans primarily identify growth related projects and do not generally account for renewal or changes to existing infrastructure that doesn’t have a growth driver. Renewal projects are investigated as part of the City’s asset management work.

29. The Master Plans provide critical input to the 2019 Development Charges (DC) Background Study. The capital costs and timing of infrastructure projects required to service the City’s growth to 2041, form the basis for the DC rates that the City will collect under the future DC By-Law. The DC rates that are collected will then be used to help fund the necessary infrastructure improvements as the City grows.

30. The portions of Water and Wastewater Master Plan projects which are non-growth related will be funded by water/ wastewater rates, and the non-growth shares of the transportation and drainage projects will be tax rate funded (through the Tax Capital Reserve).

31. While the Master Plans provide capital cost estimates, they do not identify the operating costs associated with projects. During the phase of the studies where alternative solutions were evaluated, high level consideration of future lifecycle costs led to the recommendations of some preferred alternatives. Total cost of ownership is an important concept for the City to consider as the projects within the Master Plans are considered for implementation through future capital plans.

32. By endorsing the Master Plans, Council will not commit to any spending. Implementation of all master plans is accomplished through the City’s annual business plan and budget process. The budget process considers all needs across the City, and prioritizes in keeping with the City’s Financial Policy Framework and related targets. In addition to the financial targets, prioritization considers desired service levels, ability to deliver projects, and risk.

33. In the future, the costs will be further assessed in Asset Management / Financial plans that consider sustainability. The projects in the Master Plans will advance subject to the City’s ability to maintain its financial sustainability.

**LINKAGE TO 2018-2022 STRATEGIC PLAN**

34. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:

- Growing the City’s economy
- Fostering a safe and healthy city
- Building strong neighbourhoods
- Offering innovative and citizen-driven services
- Improving the ability to get around Barrie

35. As the foundational documents that identify infrastructure needs to service growth in the City to 2041, the Master Plans are directly linked to all 5 goals in Council’s Strategic Plan. Major infrastructure projects will facilitate the development of new neighbourhoods, and in particular, transportation network improvements will improve the ability of new and existing citizens to get around the City. Water, wastewater and drainage improvements will provide for safe and healthy homes, businesses and protect the environment. The provision of reliable infrastructure will enable economic development.
LIST OF APPENDICES:

A. Master Plan Summary
B. Draft Notice of Completion
APPENDIX “A”

Master Plan Summary

The purpose of the Master Plans is to outline the strategies for creating complete, connected communities where residents will continue to enjoy delivery of safe, clean drinking water to their homes and businesses, collection and treatment of wastewater and stormwater for protection of the environment, and a transportation network that provides choices for people to walk, cycle and take transit as they move around the City. Existing and new residents will also continue to benefit from a range of services provided by the City such as waste management, parks and recreation, transit, fire, police and library.

Water Supply Master Plan

The purpose of the Water Supply Master Plan is to identify the preferred water supply and treatment solution for providing safe, clean drinking water to the residents and businesses of the City of Barrie. The Master Plan (MP) covers the period to the year 2041, with consideration and flexibility for further growth beyond 2041.

The existing water supply system includes twelve groundwater wells and one surface water plant treating water from Lake Simcoe.

The preferred solution is to maintain the existing water supply system, which has a total available capacity to meet demand projections to 2041 with some improvements to the connection between groundwater and surface water zones.

Water demand will continue to be monitored and the timing of the next expansion of the surface water treatment plant or additional wells will be evaluated through subsequent updates of the Water Supply Master Plan.

Cost Summary:

<table>
<thead>
<tr>
<th>Year</th>
<th>MP Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>$10,250,000</td>
</tr>
<tr>
<td>2019</td>
<td>$9,200,000</td>
</tr>
</tbody>
</table>

Comments:

The 2019 Water Supply MP outlines a few projects related to increasing security and redundancy in the supply by increasing the options to supply between zones in order to best meet demands to 2041. The reason for this approach is the low water use trends and the selection of mixing of surface water and groundwater to meet maximum day demands in the future.

Less infrastructure is required to achieve this approach than outlined in the 2014 Master Plan but the costs are similar because of revisions to unit pricing and the application of new contingency and soft costs (design, inspection, project management, etc.) considered appropriate at this stage in the infrastructure planning process.

Water Storage and Distribution Master Plan

The purpose of the Water Storage and Distribution Master Plan is to identify the preferred solution for delivering potable water to homes and businesses as well as for storing water to meet fluctuating demands throughout the day and to protect the City for fire and emergency purposes. The Master Plan covers the period to the year 2041.

The existing water storage and distribution system consists of 6 booster pumping stations, 3 water towers, 3 in-ground storage reservoirs and over 600 km of water distribution pipes. The system is divided into water pressures zones according to ground elevation.

Watermains of size 400 mm and greater are considered trunk (sometimes referred to as transmission) watermains. New trunk watermains will be paid through development charges; watermains smaller than size 400 mm are considered local watermains and will be built and paid for by developers through subdivision or site-plan agreements as required to accommodate their growth.
The preferred solution for water storage and distribution includes the following components:

Secondary Plan Areas (SPA)

- Extension of trunk watermains into the secondary plan areas.
- New 20 ML in-ground storage reservoir and booster pump station on Salem Road between Veteran’s Drive and Highway 400. The implementation date for this project has been pushed out from what was identified in previous studies from 2026 to 2031. This is due to the delay in the growth coming online and the existing low water demands.

Existing Built Boundary

- New booster pumping station from the Anne Street Reservoir to reinforce pressure Zone 3N. This project was the subject of specific study within the Master Plan to look at the options for the pump station location on the City’s reservoir property.
- Watermain improvements south of the existing built boundary to service the secondary plan areas.
- New trunk watermain on Sunnidale Road to connect the Sunnidale and Anne Street Reservoirs to the water distribution system south of Highway 400.
- Additional area specific improvements throughout Barrie.

Cost Summary:

<table>
<thead>
<tr>
<th></th>
<th>Costs of MP Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014 MP</td>
<td>$11,782,000 (existing Barrie)</td>
</tr>
<tr>
<td></td>
<td>$39,946,000 (SPA)</td>
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<tr>
<td></td>
<td>$51,728,000 (total)</td>
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<tr>
<td>2019 MP</td>
<td>$20,320,000 (existing Barrie)</td>
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<tr>
<td></td>
<td>$89,850,000 (SPA)</td>
</tr>
<tr>
<td></td>
<td>$110,170,000 (total)</td>
</tr>
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</table>

Comments:

There are very few changes in the projects proposed between the 2014 MP and the 2019 MP. The majority of the cost difference is because of revisions to unit pricing and the application of appropriate contingency and soft costs (design, inspection, project management, etc.).

Wastewater Collection Master Plan

The purpose of the Wastewater Collection Master Plan is to identify the preferred solution requirements for collecting and conveying wastewater from homes and businesses to the wastewater treatment facility. The Master Plan covers the period to the year 2041, with consideration and flexibility for further growth beyond 2041.

Wastewater sewers of size 450 mm and greater are considered trunk mains. New trunk sewers will be funded through development charges; wastewater mains smaller than 450 mm are considered local mains and will be paid and built by developers through subdivision or site-plan agreements as required to accommodate their growth.

The preferred solution for wastewater collection is based on limiting the number of sewage pumping stations and servicing by gravity where practical, and includes the following major components:

Secondary Plan Areas

- Extension of the existing Hewitt’s Creek wastewater sewer to south of Mapleview Drive East.
- Extension of the existing Lovers trunk wastewater sewer on Huronia Road at Lockhart Road south to McKay Road East then west on McKay Road to Veteran’s Drive.
- New Salem wastewater pumping station and forcemain south of McKay Road West and west of Veteran’s Drive.
• New Hewitt’s wastewater pumping station and forcemain in the vicinity of Mapleview Drive East and the 20th Sideroad.

Existing Built Boundary

• Upgrading or twinning of the wastewater sewer on Bishop Drive between Ferndale Drive and Patterson Road
• Upgrading or twinning of the wastewater sewer on Tiffin east of Hwy 400 to WwTF (this project is shown beyond 2031 and would be re-evaluated as growth occurs)
• Upgrading or twinning of the wastewater sewer on Lakeshore/Hurst from the WwTF to Little Avenue (this project is shown beyond 2031 and would be re-evaluated as growth occurs)

Cost Summary:

<table>
<thead>
<tr>
<th>Costs of MP Recommendations</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2014 MP</td>
<td>$52,880,000</td>
</tr>
<tr>
<td>2019 MP</td>
<td>$125,100,000</td>
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</table>

Comments:

A portion of the change is due to new sewer projects identified in existing Barrie for capacity increases due to growth and intensification. These mains were known in past studies to be close to requiring additional capacity and expanding the analysis to 2041 triggered the requirement for an upgrade. Updated unit pricing, and the application of appropriate contingency and soft costs (design, inspection, project management, etc.) also plays a role in the cost increases.

Wastewater Treatment Master Plan

The purpose of the Wastewater Treatment Master Plan is to identify the requirements for treating wastewater collected from homes and businesses before it is discharged to the environment. The Master Plan covers the period to 2041.

The existing wastewater treatment facility has a rated capacity of 76 mega litres per day (MLD) and discharges to Lake Simcoe at the western end of Kempenfelt Bay.

The preferred solution is to expand the plant with a hydraulic upgrade to meet the flow to 2041 as well as reducing inflow and infiltration (I & I). I & I are surface water or groundwater that makes its way into the sanitary sewer. Reducing I & I lessens the amount of wastewater to be conveyed and treated by the Wastewater Treatment Facility.

The strategy also recognizes the requirements of the Lake Simcoe Protection Plan – Phosphorus Reduction Strategy and identifies that the City must implement additional phosphorus removal technology (Membrane Bio-Reactor (MBR)) at the WwTF.

Key projects recommended include:

• MBR upgrades to allow the plant to treat to provincial standards and still accept flows from growth. Pre-design for this project is underway.

• Increasing the treatment capacity of the WwTF:
  o Raw sewage pumping station
  o Aerated grit tanks
  o Horizontal screw conveyor
  o Primary clarifiers (2)
  o New operations and maintenance facility due to expansion of the plant

• Installing a peak attenuation system
• Solids stream capacity improvements:
  o Increasing digestion capacity for sludge stabilization (2 digesters)
  o Biosolids thickening system

Cost Summary:

<table>
<thead>
<tr>
<th></th>
<th>Costs of MP Recommendations</th>
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</thead>
<tbody>
<tr>
<td>2014 MP</td>
<td>$189,000,000</td>
</tr>
<tr>
<td>2019 MP</td>
<td>$378,400,000</td>
</tr>
</tbody>
</table>

Comments:
There have been many changes in the approach since the last Master Plan including:
• Additional capacity required to go beyond 2031.
• Additional solids stream capacity improvements.
• Increases to cost estimates for the MBR to account for increased capacity and project definition.
• New peak flow attenuation system.
• Appropriate contingency and soft costs (design, inspection, city project management, etc.).

Transportation Master Plan
The purpose of the Transportation Master Plan is to provide a roadmap for accommodating the City's transportation needs to the year 2041, considering all components of the existing transportation system including roads, sidewalks, transit, cycling facilities and walking trails.

The recommended approach is a multi-modal active transportation system with a modal split of 12% active transportation, 7% transit and the remaining 81% auto trips. This means that one in every five trips will occur using alternative transportation (transit, cycling, walking) rather than through individual motorized vehicles. The Master Plan outlines additional sidewalks on local roads, on-roadway cycling on arterial and collector roads, and off-roadway active transportation pathways designed for more intensive use.

The 2019 Transportation Master Plan includes the City's first Trails Master Plan. The Trails Master Plan developed the framework to guide implementation of a full trail system both in the secondary plan areas and the built boundary.

The Active Transportation section of the Master Plan has been enhanced to include more recommendations on helping the City meet the future modal share targets. This includes recommendations on transportation demand management, and prioritizes implementation of projects to complete a spine network of active transportation. It also includes recommendations on active transportation at Highway 400 interchanges and crossings. It is recommended that all interchanges and crossings have dedicated active transportation infrastructure with the exception of Essa Road and Dunlop Street. There are significant constraints at both Essa Road and Dunlop Street, safety is a concern; both locations have two alternative crossings within reasonable proximity. The ultimate active transportation crossing at Bayfield Street is proposed as a dedicated active transportation bridge on the alignment of Toronto Street / Coulter Street.

The partial Harvie Road-Big Bay Point /Highway 400 interchange is no longer being proposed. The additional access and crossing capacity of Highway 400 at other locations removed the need for this interchange. The implementation of the improvement at Mapleview Drive, including the diverging diamond is part of the improvements that need to be implemented to achieve a functioning system without this interchange.

The 2014 Transportation Master Plan had recommended that Burton Avenue between Bayview Drive and Essa Road remain a two lane road. Because of traffic volumes, the fact it is an arterial road in the Urban Growth Centre and part of an intensification corridor, this Transportation Master Plan is recommending it become 3 lanes in the future. This recommendation would allow the City to acquire additional right of way (ROW) as part of redevelopment to allow for three lanes to be constructed in the future.
Cost Summary:

<table>
<thead>
<tr>
<th>Costs of MP Recommendations</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2014 MP</strong></td>
<td>Total: $969,000,000</td>
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<tr>
<td><strong>2019 MP</strong></td>
<td>Roads: $1,659,100,000</td>
</tr>
<tr>
<td></td>
<td>Transit: $248,500,000</td>
</tr>
<tr>
<td></td>
<td>AT and Trails: $172,400,000</td>
</tr>
<tr>
<td></td>
<td>Total: $2,080,000,000</td>
</tr>
</tbody>
</table>

Comments:

While the change in the total cost of the Transportation Master Plan is extensive, overall the projects remain similar. The unit costs for the road projects were generally unaltered (except for inflation). The additional costs have a number of factors influence them:

- The last Master Plan did not include any allowance for Low Impact Development (LID) in the roadway. Because of the Lake Simcoe Protection Plan and the pending release of Ministry of Environment, Conservation and Parks guidelines, this is becoming a requirement and is expensive to deliver.

- To update the property costs from 2014, the City analyzed the cost of property purchase for City projects over the past 5 years. Property values in Barrie have grown a lot since the last master plan. The property acquisitions costs associated with road widenings are higher than previously known.

- Appropriate contingency and soft cost (design, inspection, city project management, etc.).

Drainage Master Plan

The purpose of the Drainage Master Plan is to outline drainage improvements required for existing areas and future development. It addresses the needs for improvements to 2041.

As part of this Drainage Master Plan, the recently prepared city wide drainage system models were updated and used to evaluate the drainage systems city wide and identify the existing drainage system deficiencies. The Drainage Master Plan did not include the Sophia Creek watershed and the secondary plan areas as they were addressed in separate study.

Currently, portions of the City experience flooding during both minor and major storm events. Frequent flooding of private and municipal property during minor and major storm events has been documented throughout the City along most of the watercourses due to insufficient culvert and channel capacities. In addition to the flooding causing damage, it causes concern for public safety and contributes to significant erosion along a number of the channel reaches in the City. Erosion in turn, threatens property and poses public safety concerns.

The following general recommendations were developed from the preferred approach and are recommended as part of the preferred solution for each watershed and drainage area across the City:

- Upgrade the minor storm sewer system at time of renewal or redevelopment. Where storm sewers are not present new sewers should be constructed at time of renewal of other infrastructure/ROWs.

- Solutions to address the identified major overland deficiencies be evaluated as part of future road reconstruction projects where feasible through oversizing the storm sewer and/or adjusting the road profile/cross-section.

- Implement lot level LID measures on private property across the City should be promoted.

- Implement linear LID measures as part of local road reconstruction projects and intensification in the City of Barrie where feasible.
The Drainage Master Plan also identified 122 projects to address major issues. These projects are related to:

- Culverts
- Watercourse improvements (either conveyance or erosion)
- Trunk sewer systems
- Stormwater management ponds
- Centralized LIDs

There are some drainage projects that impact private property. The proposed impact on private property was subject to careful consideration by the City and the study engineering consultant, as impacting people’s private property with a municipal infrastructure project is a last resort. The study included a detailed evaluation of options and weighed those options using criteria that considered the potential impact on people and their property. The decision to recommend full or partial property acquisition was made when it was felt that concerns about flooding risk, public safety, cost and the environment outweighed the impacts on private property.

Cost Summary:

<table>
<thead>
<tr>
<th></th>
<th>Costs of MP Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014 MP</td>
<td>Not applicable</td>
</tr>
<tr>
<td>2019 MP</td>
<td>$242,500,000</td>
</tr>
</tbody>
</table>

Note: Some costs for project determined in the Drainage Master Plan were used in the Transportation Master Plan where the projects were linked.

Comments:

There is no previous Drainage Master Plan with which to compare costs. The 2014 DC included drainage related costs of $134,000,000. Of that total, $55,000,000 was assigned to growth while in this study $150,000,000 has been assigned to growth. This Master Plan has identified most of the drainage projects that were included in the past DC and updated the cost with new unit pricing and changes in contingency and soft costs (design, inspection, project management, etc.). The Drainage Master Plan also identified new projects due to the inclusion of a large study area, identifying new stormwater pond retrofit opportunities and identifying more problem erosion areas.
APPENDIX “B”

Draft Notices of Completion

DRAINAGE MASTER PLAN
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

NOTICE OF COMPLETION

The Corporation of the City of Barrie has completed a Drainage Master Plan under the Municipal Class Environmental Assessment Master Planning Process (Phases 1 & 2) to identify the existing drainage deficiencies and develop drainage solutions to address the deficiencies, reduce flooding, resolve public safety concerns and improve maintenance opportunities throughout the City. In accordance with Approach #2 of the Master Planning Process, the investigation, consultation and documentation completed for this Master Plan are consistent with the requirements for Schedule B projects. Schedule A, A+ and B projects have been recommended as part of the preferred solution. With Schedule A and A+ projects being pre-approved, this Notice of Completion pertains to the Schedule B projects.

Two (2) Public Information Centers (PICs) were held where the public and interested stakeholders could provide comment on the project details and the various physical, natural, social, cultural and economic impacts. Public and agency comments received have been considered as part of the selection of the preferred solutions. A Drainage Master Plan Environmental Study Report (ESR) has been prepared that documents the study process and presents the preferred solutions. By this notice, the Drainage Master Plan ESR is available for public review starting April 17, 2019 at the following location:

City of Barrie
Engineering Department
6th Floor City Hall
70 Collier Street

In addition, the Drainage Master Plan ESR is available on the City of Barrie website at: barrie.ca > City Hall > Planning & Development > Environmental Assessment Studies.

If you have questions or concerns related to the preferred solutions or identified projects recommended in the ESR, please contact Tom Reeve, P. Eng. at the address below within 30 calendar days from the date of this notice.

Tom Reeve, P. Eng.
Senior Infrastructure Planning Program Coordinator
Engineering Department
City of Barrie
70 Collier Street, P.O. Box 400
Barrie, ON L4M 4T6
Phone: (705) 739-4220 ext. 4465
Fax: (705) 739-4247
Email: Tom.Reeve@barrie.ca

If concerns arise which cannot be resolved with the City of Barrie, a person or party may request that the Minister of Environment, Conservation and Parks make an Order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. Part II Orders cannot be submitted in respect of the Master Plan itself but must be made in respect to individual Schedule B projects associated with this notice. Requests must be received by the Minister within 30 calendar days of this notice being issued. Requests are to be submitted to:

Hon. Rod Phillips
Minister of Environment, Conservation and Parks
College Park 5th Floor
777 Bay St.
Toronto, ON M7A 2R3
minister.mecp@ontario.ca

A duplicate copy of the request must also be forwarded to Tom Reeve, P. Eng. of the City of Barrie at the address provided above. If no requests are received, the City of Barrie, upon receipt of the necessary approvals, plans to proceed to implementation of the Schedule A, A+ and B projects recommended in the Drainage Master Plan through a phased approach, dependent on future budget approvals.

This Notice issued May xx, 2019 and May xx, 2019

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Wendy Cooke
City Clerk

Bala Araniyasundaran, P. Eng.
Director of Engineering
Transportation Master Plan

NOTICE OF COMPLETION

The City of Barrie has completed the Transportation Master Plan (TMP) under the Municipal Class Environmental Assessment Master Planning Process to assess the City of Barrie’s future development of its roads, transit, active transportation and trail networks. The TMP follows the planning process outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, amended in 2007, 2011 and 2015), with the study area encompassing the entire City, including the secondary plan areas. The TMP informs the City of recommendations aimed at expanding and improving its transportation networks to meet the demands of the City’s future population and employment. This was achieved through a combination of review of existing conditions, traffic modeling, outreach, and collaboration to determine the long-term transportation needs and priorities of the City.

The associated Schedule A, A+, B and C projects have been recommended as part of the study to accommodate the projected growth and are documented in the TMP. With Schedule A and A+ projects being pre-approved, this Notice of Completion only pertains to the Schedule B projects. Schedule C projects will have further public consultation components in the future associated with subsequent phases under the Municipal Class Environmental Assessment process.

The TMP has been conducted under Approach #2 of the Municipal Class Environmental Assessment process. The project included one (1) public information centre where the public and stakeholders could provide comments on the project details and recommendations. Public and review agency comments received have been considered in the development of the recommended networks and infrastructure improvements. The Transportation Master Plan and a list of the Schedule A, A+, B and C projects have been placed in the public record for review and the documents are available during regular business hours at the following locations:

City of Barrie
Engineering Department
6th Floor City Hall
70 Collier Street

The documents are also available on the City of Barrie web page: barrie.ca City Hall Planning & Development Environmental Assessment Studies.

If persons have questions or concerns related to the above noted TMP or recommendations, within the thirty (30) calendar days from the date of this notice, please contact:

Tom Reeve, P. Eng.
Senior Infrastructure Planning Program Coordinator
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Tel: (705) 739-4220 Ext. 4465
Fax: (705) 739-4247
Email: Tom.Reeve@barrie.ca

If concerns arise that cannot be resolved with the City of Barrie, a person or party may request that the Minister of Environment, Conservation and Parks make an Order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. Part II Orders cannot be submitted in respect of the Master Plan itself, but must be made in respect to individual Schedule B projects listed in association with this notice. Requests must be received by the Minister at the address provided below within thirty (30) calendar days of this notice being issued. A duplicate copy of the request must also be forwarded to Tom Reeve, City of Barrie. If no requests are received, the City of Barrie, upon receipt of necessary approvals from the provincial ministry, plans to proceed to the implementation of the recommended Schedule A, A+ and B projects identified in the TMP through a phased approach, dependent on future budget approvals.

Minister of the Environment Conservation and Parks
Environmental Approvals Access and Service Integration Branch
2 St Clair Avenue West, Floor 12A, Toronto, ON M4V 1L5

This notice issued May XX, 2019 and May XX, 2019

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Wendy Cooke
City Clerk

Bala Aranyasundaran, P. Eng.
Director of Engineering
Water and Wastewater Master Plan

NOTICE OF COMPLETION

The City of Barrie has updated four Water and Wastewater Master Plans under the Municipal Class Environmental Assessment Master Planning Process to assess the City of Barrie's future development of its water distribution, wastewater collection, water supply and wastewater treatment. The titles of the Master Plans are as follows:

- Water Storage and Distribution Master Plan Update
- Wastewater Collection Master Plan Update
- Water Supply Master Plan Update
- Wastewater Treatment Master Plan Update

All four Master Plan updates follow the planning process outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, amended in 2007, 2011 and 2015), with the study area encompassing the entire City, including the secondary plan areas. The Water and Wastewater Master Plans include recommendations aimed at expanding and improving its water and wastewater infrastructure to meet the demands of the City's future population and employment. This was achieved through a combination of review of existing conditions, water and wastewater hydraulic modelling, outreach, and collaboration to determine the long-term water and wastewater needs and priorities of the City.

The associated Schedule A, A+, B and C projects have been recommended as part of the study to accommodate the projected growth and are documented in the Master Plans. With Schedule A and A+ projects being pre-approved, this Notice of Completion only pertains to some of the Schedule B projects identified in the Master Plan. Schedule C projects will have further public consultation components in the future associated with subsequent phases under the Municipal Class Environmental Assessment process.

All four Master Plan Updates have been conducted following Approach #2 of the Municipal Class Environmental Assessment process. The project included one (1) public information centre where the public and stakeholders could provide comments on the project details and recommendations. Public and review agency comments received have been considered in the development of the recommended networks and infrastructure improvements. All four Water and Wastewater Master Plans and a list of the Schedule A, A+, B and C projects have been placed in the public record for review and the documents are available during regular business hours at the following location:

City of Barrie Engineering Department
6th Floor City Hall
70 Collier Street

The documents are also available on the City of Barrie web page: barrie.ca → City Hall → Planning & Development → Environmental Assessment Studies.

If persons have questions or concerns related to the above noted Water and Wastewater Master Plans or recommendations, within the thirty (30) calendar days from the date of this Notice, please contact:

Tom Reeve, P. Eng.
Senior Infrastructure Planning Program Coordinator
City of Barrie
70 Collier Street, 6th Floor
Barrie, ON L4M 4T5
Tel: (705) 739-4220 Ext. 4465
Fax: (705) 739-4247
Email: Tom.Reeve@barrie.ca

If concerns arise that cannot be resolved with the City of Barrie, a person or party may request that the Minister of Environment, Conservation and Parks make an Order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. Part II Orders cannot be submitted in respect of the Master Plan itself, but must be made in respect to individual Schedule B projects listed in association with this notice. Requests must be received by the Minister at the address provided below within thirty (30) calendar days of this notice being issued. A duplicate copy of the request must also be forwarded to Tom Reeve, Senior Infrastructure Planning Program Coordinator, City of Barrie. If no requests are received, the City of Barrie, upon receipt of necessary approvals from the provincial ministry, plans to proceed to the implementation of the recommended Schedule A, A+ and B projects identified in the Master Plans through a phased approach, dependent on future budget approvals.

Minister of Environment, Conservation and Parks
Environmental Approvals Access and Service Integration Branch
2 St Clair Avenue West, Floor 12A
Toronto ON M4V 1L5

This Notice issued May XX, 2019, and May XX, 2019

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Wendy Cooke
City Clerk
Bala Araniyasundaran, P. Eng.
Director of Engineering