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THE CORPORATION OF THE CITY OF BARRIE  
Engineering Department  
"Committed to Total Service Excellence"

May 29, 2015

File: T05-DU5

To All Area Residents / Business Owners / Tenants / Agencies:

**RE: Duckworth Street Transportation Improvements – Bell Farm Road to St Vincent Street  
Municipal Class Environmental Assessment Phase 3 & 4  
Evaluation of Alternative Solutions**

The Corporation of the City of Barrie is undertaking a Municipal Class Environmental Assessment (Class EA) to address transportation issues on Duckworth Street, between Bell Farm Road and St Vincent Street pursuant to the approved procedures, as defined in the Municipal Class Environmental Assessment (*October 2000, as amended in 2007 and 2011*). This letter is to advise you of the progress that has been made on this study and upcoming activities for this Class EA.

The Problem Statement, which sets the framework for this Class EA, is as follows:

"To improve the existing transportation system on Duckworth Street between Bell Farm Road and St Vincent Street that will balance existing and future transportation needs for motorists, cyclists and pedestrians in an environmentally friendly manner."

The preferred alternative solution from Phase 1 & 2 of the Class EA process completed as part of the Multi-Modal Active Transportation Master Plan endorsed by Council on December 2, 2013 (Council Direction Memorandum 13-G-289), recommended bike lanes and sidewalk improvements on Duckworth Street between Bell Farm Road and St Vincent Street.

The City of Barrie is now proceeding with Phases 3 and 4 of the Schedule "C" Municipal Class EA (*October, 2000, as amended in 2007 and 2011*). The Corporation has retained the consulting firm C.C. Tatham & Associates Ltd. to develop and evaluate various alternative designs and to complete the Environmental Study Report (ESR).

The second Public Information Centre (PIC) was held on **Thursday, April 16, 2015**, to receive comments regarding the proposed alternative solutions in the draft Duckworth Street – Bell Farm Road to St Vincent Street Class EA – Phases 3 & 4 report. The following design alternatives were presented at the PIC (please see Class EA document for additional information).

**Alternative 1 - "Do Nothing"**

The "Do Nothing" alternative corresponds to the existing conditions. Under this option, no geometric improvements to the road system would be made.

**Alternative 2 - Recommended Improvements from the Multi-Modal Active Transportation Master Plan**

This alternative incorporates the recommended improvements based on the Multi-Modal Active Transportation Master Plan with 5 lanes of vehicular traffic from Bell Farm Road to Davies Street, 4 lanes from Davies Street to Wellington Street and 2 Lanes from Wellington Street to St Vincent Street. Bike lanes and sidewalks are recommended from Bell Farm Road to St Vincent Street.

**Alternative 3 - Recommended Improvements from the Multi-Modal Active Transportation Master Plan with some reduced features.**

This alternative is similar to Alternative 2 except with reduced vehicular lane, bike lane and boulevard widths.

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**Alternative 4 - Incorporate a 3 Lane Cross Section between Davies Street and St Vincent Street**

This alternative is similar to Alternative 3 except a 3 Lane Cross Section is proposed between Davies Street and St Vincent Street.

From the comment sheets received with a preferred ranking, 34% preferred Alternative 1 "Do Nothing", 36% preferred Alternative 2, 13% preferred Alternative 3 and 17% preferred Alternative 4. Many of the respondents expressed concern regarding the potential increase of traffic in the residential area, property and tree impacts resulting from a potential increase in road platform width. For a summary of the major concerns raised from the PIC, and the City's response to those concerns, please see Appendix "A".

A PDF version of the Final Draft ESR is available on the City of Barrie web page at [www.barrie.ca/eastudies](http://www.barrie.ca/eastudies) then scrolling down to the Duckworth Street EA section.

A paper copy of the Final Draft ESR is available for review at the following locations during regular business hours:

City of Barrie  
Clerk's Office  
City Hall, 1<sup>st</sup> Floor  
70 Collier Street

City of Barrie  
Engineering  
City Hall, 6<sup>th</sup> Floor  
70 Collier Street

Barrie Public Library  
Downtown  
Information Desk  
60 Worsley Street

Barrie Public Library  
Painswick Branch  
Information Desk  
48 Dean Avenue

Comments and responses received from the PIC were considered in the development of the Preferred Design Alternative. The alternatives have been evaluated based on the physical, natural, social, cultural heritage, and economic environments, and the Engineering Department is recommending a hybrid of the presented Design Alternatives in order to minimize impacts on property, driveways and existing trees. Please see attached Table 1, Appendix "B" and the PDF version of the final draft ESR on the City of Barrie web page mentioned above for details. The Preferred Design Alternative is described as follows;

**Segment 1 - St Vincent Street to Wellington Street**

- 2 vehicle lanes - one north and one south.
- 1.5 m bike lanes on both sides of the street.
- 2.0 m boulevard widths both sides of the street.
- 1.5 m sidewalks both sides of the street,
- 10.0 m pavement width and 20.1 m right of way width.
- No additional property except for daylighting triangles at intersections.

**Segment 2 - Wellington Street to Davies Crescent**

- 2 vehicle lanes – one north and one south 3.3 m wide.
- Continuous two way left turning lane 3.8 m wide.
- 1.5 m bike lanes both sides of the street plus 0.5 m buffer.
- Variable boulevard width on east side of the street; 2.0 m boulevard width from Wellington Street to Howard Crescent and 1.5 m boulevard from Howard Crescent to Highview Street.
- 2.0 m sidewalks on both sides of the street.
- 14.4 m pavement width.
- Maintain existing right of way width.
- Additional 2 m of property required at taper on east side between Melrose Street and Wellington Street plus daylighting triangles at intersections.

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**Segment 3 - Davies Crescent to Bell Farm Road**

- 4 vehicle lanes – two north and two south 3.3 m wide.
- Continuous two way left turning lane 4.2 m wide.
- 1.5 m bike lanes both sides of the street plus 0.5 m buffer.
- 1.0 m boulevard width on both sides of the street.
- 2.0 m sidewalks on both sides of the street.
- Centre medians at Grove Street, Rose/Bernick and Bell Farm Road. The median on the north approach of Grove Street will be extended to the north to restrict the movements at the south commercial access to right-in/right-out.
- 21.4 m pavement width and 28.8 m right of way width.
- Additional 2.1 m to 4.2 m of property required plus daylighting triangles at intersections.

The above staff recommendations will be presented to General Committee on June 15, 2015. General Committee's recommendations may be approved by City Council on June 22, 2015. If Council endorses the Preferred Alternative Solution, a Notice of Completion will be filed for this project. Request for deputations to Council can be made up to Wednesday June 17, 2015 12:00 noon. If concerns are raised, which cannot be resolved in discussion with the Corporation of the City of Barrie, the Minister of the Environment and Climate Change may be requested, subsequent to the filing of a Notice of Completion by the City of Barrie, to 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. A Part II Order must be filed within Thirty (30) calendar days of the City of Barrie filing a Notice of Completion and must be done so, in writing, to the Minister of the Environment and Climate Change at the address below:

The Honourable Glen Murray  
Minister of the Environment and Climate Change  
135 St. Clair Avenue West, 12<sup>th</sup> Floor  
Toronto, Ontario  
M4V 1P5

If you have any questions and/or concerns, please feel free to contact Mr. Lloyd Spooner at (705) 739-4220, extension 4491, or e-mail [Lloyd.Spooner@barrie.ca](mailto:Lloyd.Spooner@barrie.ca)

Yours truly,



Lloyd Spooner, C.E.T.  
Senior Water Technologist

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Table 1

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Duckworth Street - Bell Farm Road to St Vincent Street Class EA - Phases 3 and 4 - Preferred Design Alternative Summary

Preferred Design Alternative	Number of Through Lanes	Lane Width (meters)	Continuous Two Way Left Turning Lane	Shoulder Width (meters)	Bicycle Lane Width (meters)	Buffered Bicycle Lane Width (meters)	Sidewalk Width (meters)	Median at Intersections	Pavement Width (meters)	Additional ROW Required Width (meters)
<b>Segment 1</b> (St Vincent Street to Wellington Street)	2	3.5	na	2.0	1.5 - Both sides	na	1.5 - Both sides	na	10.0	Daylighting at Intersections
<b>Segment 2</b> (Wellington Street to Davies Crescent)	2	3.3	3.8	East side - variable West side - 2.0 from Wellington Street to Howard Crescent and 1.5 from Howard Crescent to Highview Street.	n/a	1.5 with 0.5 Buffer - Both sides	2.0 Both sides	n/a	14.4	2 for taper on east side between Melrose Street and Wellington Street plus Daylighting at Intersections
<b>Segment 3</b> (Davies Street to Bell Farm Road)	4	3.3	4.2	1.0	n/a	1.5 with 0.5 Buffer - Both sides	2.0	Grove Street, Rose/Bernick and Bell Farm Road	21.4	2.1 to 4.2 plus Daylighting at Intersections

Table 1

Duckworth Street Transportation Improvements – Bell Farm Road to St Vincent Street  
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Appendix A

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Duckworth Street – Bell Farm Road to St Vincent Street Class EA – Phase 3 and 4  
 Summary of Major Concerns and Responses

**Appendix A**

Concern	Preferred Alternative Solution
Proximity of Vehicular Lanes and Sidewalks to Property Line	In the area between Davies Street and Howard Crescent the Preferred Alternative Solution proposes 3 Vehicular Lanes (one lane north and south with a continuous two way left turning lane) reduced from the existing 4 lanes. Buffered Bicycle Lanes and 2.0 m sidewalks. The south bound vehicular lane will be further away from the property and the sidewalk will be marginally closer to the property (0.2 m +/-) in this area.
Property/Driveway and Tree Impacts from sidewalk installation	To minimize property, driveway and tree impacts the sidewalks from St Vincent to Wellington Street have been reduced to 1.5 m from 2.0 m with alignment to be determined at the design stage; between Wellington Street and Davies on the east side the existing alignment will be maintained.
Snow Storage and Removal Operations	The Preferred Design Alternative proposes bike lanes and sidewalks on both sides of Duckworth Street and substantially maintains the existing boulevard widths in the residential areas south of Grove Street.
Bike Lanes poor choice with increased Traffic volumes on Duckworth	The Preferred Design Alternative proposes bicycle lanes on both sides of Duckworth Street in consideration of Georgian College and Royal Victoria Hospital and the area is planned as an intensification corridor.
Driveway and Pedestrian Access during Construction Phase	Vehicle and pedestrian access to properties within the construction limits will be provided at most times during the construction period. When a disruption occurs access will be restored as quickly as possible after the work is completed.

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Appendix B

Duckworth Street - Bell Farm Road to St Vincent Street Class EA - Phases 3 and 4  
Preferred Alternative Segment Cross Sections

