March 29, 2017

RE: SALEM SECONDARY PLAN TRANSPORTATION IMPROVEMENTS - RESPONSE TO COMMENTS

Dear [Name]

Thank you for your interest in the Salem Secondary Plan Transportation Improvements Municipal Class EA study. A number of comments were received by members of the study team at and following the Public Information Centre (PIC) held on September 22, 2016 in relation to the above-referenced study. The purpose of this letter is to address the specific comments and questions raised in your response, received by the study team on October 18, 2016, as well as outline the next steps for this EA study. For ease of reference, we have included the following excerpt from your response:

"1) Rename Huronia Rd, "Captain's Way".
2) Make provisions for a bridge to span the road for access to both golf courses.
3) With over 3 million cars a year passing my address, accessing the road many times is simply dangerous. We will require a self-regulated stop light for obvious safety reasons.
4) Currently the speed suggested is 80km/h - lower this to 50 km/h.
5) Widening the road will require property. I suggest taking the required land totally from the East side of the road so as to be less trouble and inconvenience.
6) In the past the city showed lack of concern while installing sewers. How will you accommodate my wellbeing while this project is being completed?

It would be nice if anyone actually listened to our comments instead of the formality at hand. I purchased the property some forty years ago, I was a resident of Innisfil Township who I found to be reasonable, quite unlike the dealings and experiences with the City of Barrie. I doubt any of my concerns will be addressed, I continue though to voice my opinion, mostly a waste of my time from past experiences. The process at hand is simply a formality."

Please note the following in response to your questions and concerns:

1) Please review the City's street naming policy and complete the form provided at the link below and return to the City for further consideration:

barrie.ca/Living/Recreation/RecreationFacility/CommunityCenter/Allandale/MunicipalNamingPolicy

2) Currently there is not the required volume of traffic to warrant a structure to make this connection.

3) The volume of traffic at that location does not currently warrant signalization.
4) The City conducted a review of lowering the speed limit in this area at the time of the annexation; however, due to the rural nature of the area a 50 km/hr speed limit is unrealistic. It should be noted that the City plans to re-assess speed limits on all of the annexation roads as the area continues to slowly develop.

5) The existing Huronia Road Right-Of-Way (ROW) in the vicinity of your property will be widened from approximately 25 m to 29 m as part of the recommended design. An additional 2 m of property on the west and east sides of the corridor may be required to accommodate buffered cycling lanes and sidewalk facilities being recommended on both sides of the roadway. However, it should be noted that impacts to property will be confirmed during detailed design, at which time the City will engage affected property owners.

6) Construction will be completed in accordance with the City’s Noise By-Law 2006-140, as amended. In addition, a number of provisions will be incorporated to the contract documents for this project to assist with ensuring that there is minimal disruption to area residents, to the extent possible.

Please note that all comments received as part of this study are reviewed and considered by members of the study team. Information sharing and exchanging of ideas broadens the City’s information base and leads to an improved decision making process. Your comments have also been recorded and will be included the Environmental Study Report. Should you have any additional comments and/or questions, please do not hesitate to contact the undersigned.

The recommended design will be available for public viewing at an upcoming Public Information Centre (PIC), being planned for April 6, 2017. Further details regarding this PIC will be provided as part of a formal notice that will be issued to your attention shortly.

Thank you for taking the time to provide your comments.

Yours very truly,

Alvare Almuina, P. Eng., PMP
Tel: 705-739-4220 Ext 4458
Fax: 705-739-4248
Email: Alvare.Almuina@barrie.ca
AA/sm
SALEM SECONDARY PLAN (ASSIGNMENT #1)
TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Thursday, September 22, 2016
4:00 p.m. to 7:00 p.m.
Liberty North Banquet Hal

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 a Municipal Class Environmental Assessment. 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]

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

"To improve and upgrade the existing transportation system within the Salem Secondary Plan area, while protecting the environment, minimizing disruption to existing residents and businesses, and allowing for participation of stakeholders and agencies, and, more specifically, to determine:

- Right-of-way requiremets for the varoius roadways and transportation improvements.
- Transportation design elements such as sidewalks, cycling facilities, watercourse crossings, bus facilities, trails, roundabouts, etc.
- Conceptual drainage and storm water management requirements.
- Staging of infrastructure improvements."

The notice of this Public Information Centre is available on the City of Barrie web site. Go to www.barrie.ca/eastudies.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact? Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

ALTERNATIVE ROADWAY CROSS-SECTIONS
SALEM ROAD, ESSE ROAD, MCKAY ROAD WEST, HURONIA ROAD

Two alternatives have been developed for the improvement of these roadways as follows:

☐ Alternative 1: Three-lane cross section with on-road bicycle lanes, sidewalks, in a 29 metre right-of-way (ROW)
   This alternative incorporates the recommended improvements based on the MMATMP with a widening to 3 lanes, 2.0m bike lanes, sidewalks, 4.2m two-way left turn lane or median, within a 29m ROW.

☐ Alternative 2: Three-lane cross section with on-road bicycle lanes, multi-use trail (MUT), sidewalk, LID feature, in a 33 metre ROW
   Similar to alternative 1, this alternative provides 3 lanes, 2.0m bike lanes, 3m multi-use trail, sidewalk, 4.2m two-way left turn lane or median and also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the road within a 33m ROW.
Salem Road Secondary Plan Transportation Improvements

VETERANS DRIVE, MCKAY ROAD EAST, LOCKHART ROAD

Two alternatives have been developed for the improvement of these roadways as follows:

☐ Alternative 1: Five-lane cross section with on-road bicycle lanes, sidewalks, 34 metre right-of-way (ROW)
   This alternative incorporates the recommended improvements based on the MMATMP with a widening to 5 lanes, 2.0m bike lanes, sidewalks, 4.2m two-way left turn lane or median within a 34m ROW.

☐ Alternative 2: Five-lane cross section with on-road bicycle lanes, multi-use trail, sidewalk, "Rain Garden", in a 38 metre ROW
   Similar to alternative 1, this alternative provides 5 lanes, 2.0m bike lanes, 3m multi-use trail, sidewalk, 4.2m two-way left turn lane or median, and also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the road within a 38m ROW.

OPTIONAL INTERSECTION TREATMENTS

Salem Road and Essa Road Intersection

☐ Roundabout Option
   Single lane roundabout at Salem Road and Essa Road intersection.

☐ Signalized Intersection Option
   Signalized intersection at Salem Road and Essa Road intersection.

Essa Road and McKay Road West Intersection

☐ Roundabout Option
   Single lane roundabout at Essa Road and McKay Road West intersection.

☐ Signalized Intersection Option
   Signalized intersection at Essa Road and McKay Road West intersection.

Please list below any specific concerns you have with the alternatives and options presented:

Representative question of how many lanes would cross the road track at McKay Rd - I was told it may only be 2 or 3 lanes across the track. This area will probably be a commercial area - 5 lanes down to 3 will cause future flow problems.

Representative concern of where land was coming from for medians at McKay - what pavement will I be losing?

Roundabouts - will they be large enough to handle truck traffic?
Salem Road Secondary Plan Transportation Improvements

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☑ Yes  ☐ No

Name: [Redacted]  Date: Oct 11/16

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

☐ Poor  ☑ Marginal  ☐ Good  ☐ Very Good  ☐ Excellent

(Much Improvement Required)  (Some Improvement Required)

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

[Redacted]

Please submit this comment sheet by Friday, October 21, 2016 to:

Mr. Alvaro Almuina, P. Eng., PMP
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4471
Fax: (705) 739-4247
E-mail: Alvaro.Almuina@barrie.ca

Thank you for your comments.
March 29, 2017

Dear [Name],

Thank you for your interest in the Salem Secondary Plan Transportation Improvements Municipal Class Environmental Assessment (EA) study. A number of comments were received by members of the study team at and following the Public Information Centre (PIC) held on September 22, 2016 in relation to the above-referenced study. The purpose of this letter is to address the specific comments and questions raised in your response, received by the study team on October 18, 2016, as well as outline the next steps for this EA study. For ease of reference, we have included the following excerpt from your response:

1. "How many lanes over 400? Will the new bridge accommodate 5 lanes?
2. Representatives unsure of how many lanes would cross the rail track @ McKay Rd. I was told it may only be 2 or 3 lanes across the track. This area is supposed to be industrial commercial - 5 lanes down to 2/3 will cause future flow problems.
3. Representatives unsure of where land was coming from for widening of McKay-What frontage will I be losing?
4. Roundabouts - will they be large enough to handle truck traffic?"

Please note the following in response to your questions and concerns:

1. As part of the design, 4 lanes are being recommended at the bridge crossing to accommodate a raised median and left turn lanes at the on-ramp locations.

2. McKay Road will have a 4 lane cross-section at the tracks. To mitigate and limit the impacts to identified potential heritage resources in the area we have provided a safe travel transition, eliminating the center median at the rail crossing location. See attached figure.

It should be noted that a traffic operations assessment was completed as part of this EA study, in part to determine future traffic operations following implementation of the recommended design. Based on the findings of this assessment, traffic operations along McKay Road are expected to operate within capacity at the mid-block locations between Essa Road and Huronia Road.

3. The McKay Road Right-Of-Way (ROW) currently ranges from 20 m to 23 m within the Study Area. As part of the recommended design, the ROW would be widened to 34 m. At this time, it is expected that road widening activities will be required on both sides of McKay Road; however, impacts to private property will be confirmed during detailed design, at which time the City will consult with affected property owners.

4. Yes. Roundabouts on arterial roadways are designed to handle truck traffic.
Please note that the recommended design will be available for public viewing at an upcoming Public Information Centre (PIC), being planned for April 6, 2017. Further details regarding this PIC will be provided as part of a formal notice that will be issued to your attention shortly.

Thank you for taking the time to provide your comments. Should you have any additional comments and/or questions, please do not hesitate to contact the undersigned.

Yours very truly,

Alvaro L. Almuina, P. Eng., PMP
Tel: 705-739-4220 Ext 4458
Fax: 705-739-4248
Email: Alvaro.Almuina@barrie.ca

AA/sm

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

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Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact? Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

**ALTERNATIVE ROADWAY CROSS-SECTIONS**

**SALEM ROAD, ESSA ROAD, MCKAY ROAD WEST, HURONIA ROAD**

Two alternatives have been developed for the improvement of these roadways as follows:

- **Alternative 1**: Three-lane cross section with on-road bicycle lanes, sidewalks, in a 29 metre right-of-way (ROW)
  This alternative incorporates the recommended improvements based on the MMATMP with a widening to 3 lanes, 2.0m bike lanes, sidewalks, 4.2m two-way left turn lane or median, within a 29m ROW.

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Salem Road Secondary Plan Transportation Improvements

VETERANS DRIVE, MCKAY ROAD EAST, LOCKHART ROAD

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OPTIONAL INTERSECTION TREATMENTS
Salem Road and Essa Road Intersection

☐ Roundabout Option
Single lane roundabout at Salem Road and Essa Road intersection.

☑ Signalized Intersection Option
Signalized intersection at Salem Road and Essa Road intersection.

Essa Road and McKay Road West Intersection

☐ Roundabout Option
Single lane roundabout at Essa Road and McKay Road West intersection.

☑ Signalized Intersection Option
Signalized intersection at Essa Road and McKay Road West intersection.

Please list below any specific concerns you have with the alternatives and options presented:

I wasn't familiar with the term "roundabout". I had to look it up.
Salem Road Secondary Plan Transportation Improvements

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes       ☐ No

Name: [Redacted]

Date: Oct 18, 2016

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

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

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

We are pleased with the information we're receiving about the annexation. Thank you

Please submit this comment sheet by Friday, October 21, 2016 to:

Mr. Alvaro Almuina, P. Eng., PMP  
City of Barrie  
Engineering Department  
70 Collier Street, P.O. Box 400  
Barrie, ON  
L4M 4T5

Tel: (705) 739-4220, Ext. 4471  
Fax: (705) 739-4247  
E-mail: Alvaro.Almuina@barrie.ca

Thank you for your comments.
Good morning Alvaro,

Please find enclosed my comment sheet regarding the above the matter. I have also attached a picture of my frontage showing why I am also concerned. There has been a lot of money spent making my house look as nice as it does so I would naturally like to preserve as much of that as possible.

Also, who do I speak to regarding speed limits? The speed limit in front of my home as seen in the attached image is 80km and most use it as throughway so they can speed with no lights etc avoiding mapleview traffic. We are probably the only people considered the City of Barrie with an 80 out front of their homes so I would like to know how I can get this changed? Most drive down it at 100km and this is very unsafe for my family. The other residential stretch on my road is 60km so I would like the same please.

Thanks
SALEM SECONDARY PLAN (ASSIGNMENT #1)
TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre
Thursday, September 22, 2016
4:00 p.m. to 7:00 p.m.
Liberty North Banquet Hall

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NAME OF RESPONDENT: [Redacted]
Please print all responses

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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Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact? Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

**ALTERNATIVE ROADWAY CROSS-SECTIONS**

**SALEM ROAD, ESSA ROAD, MCKAY ROAD WEST, HURONIA ROAD**

Two alternatives have been developed for the improvement of these roadways as follows:

☐ **Alternative 1:** Three-lane cross section with on-road bicycle lanes, sidewalks, in a 29 metre right-of-way (ROW)
   This alternative incorporates the recommended improvements based on the MMATMP with a widening to 3 lanes, 2.0m bike lanes, sidewalks, 4.2m two-way left turn lane or median, within a 29m ROW.

☐ **Alternative 2:** Three-lane cross section on-road bicycle lanes, multi-use trail (MUT), sidewalk, LID feature, in a 33 metre ROW
   Similar to alternative 1, this alternative provides 3 lanes, 2.0m bike lanes, 3m multi-use trail, sidewalk, 4.2m two-way left turn lane or median and also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the road within a 33m ROW.
Salem Road Secondary Plan Transportation Improvements

VETERANS DRIVE, MCKAY ROAD EAST, LOCKHART ROAD

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OPTIONAL INTERSECTION TREATMENTS

Salem Road and Essa Road Intersection

☐ Roundabout Option

Single lane roundabout at Salem Road and Essa Road intersection.

☐ Signalized Intersection Option

Signalized intersection at Salem Road and Essa Road intersection.

Essa Road and McKay Road West Intersection

☐ Roundabout Option

Single lane roundabout at Essa Road and McKay Road West intersection.

☐ Signalized Intersection Option

Signalized intersection at Essa Road and McKay Road West intersection.

Please list below any specific concerns you have with the alternatives and options presented:

To be completely honest, I don’t like either of these options. Especially if it’s going to be an equal division of land on each side of the road. The reason for this concern is there are currently 11 well established homes on the south side of Salem and 3 parcels on the north side, 2 of which are commercial with apple parking. By doing an equal division, all of the current home owners (myself being one) will be dangerously close to living right on the road. I feel it would make much more sense to take a larger portion from the north side of Salem rd, not only because there are far less current residents on the north side, but also because their properties sit well back off the road as it is.

How far can the city come in from the road in the first place? Are you planning on expropriating further on to my titled land as well? We are very concerned about this as we want to do what is fair for everyone and we have a lot of money invested in our new home. Thank you
Salem Road Secondary Plan Transportation Improvements

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes  ☐ No

Name: __________________________ Date: __09/23/2016__

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrileasteastudies)?

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

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

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

Please submit this comment sheet by Friday, October 21, 2016 to:

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

Tel: (705) 739-4220, Ext. 4471
Fax: (705) 739-4247
E-mail: Alvaro.Almuina@barrie.ca

Thank you for your comments.
The City of Barrie
SALEM SECONDARY PLAN (ASSIGNMENT #1)
TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

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NAME OF RESPONDENT: [Redacted]

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SALEM ROAD, ESSA ROAD, MCKAY ROAD WEST, HURONIA ROAD

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Please list below any specific concerns you have with the alternatives and options presented:

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SALEM SECONDARY PLAN (ASSIGNMENT #1)  
TRANSPORTATION IMPROVEMENTS  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4  

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NAME OF RESPONDENT:

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**Alternative 2:** Three-lane cross section with on-road bicycle lanes, multi-use trail (MUT), sidewalk, LID feature, in a 33 metre ROW

Similar to alternative 1, this alternative provides 3 lanes, 2.0m bike lanes, 3m multi-use trail, sidewalk, 4.2m two-way left turn lane or median and also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the road within a 33m ROW.
Salem Road Secondary Plan Transportation Improvements

VETERANS DRIVE, MCKAY ROAD EAST, LOCKHART ROAD

Two alternatives have been developed for the improvement of these roadways as follows:

☐ Alternative 1: Five-lane cross section with on-road bicycle lanes, sidewalks, 34 metre right-of-way (ROW)
   This alternative incorporates the recommended improvements based on the MMATMP with a widening to 5 lanes, 2.0m bike lanes, sidewalks, 4.2m two-way left turn lane or median within a 34m ROW.

☒ Alternative 2: Five-lane cross section with on-road bicycle lanes, multi-use trail, sidewalk, "Rain Garden", in a 38 metre ROW
   Similar to alternative 1, this alternative provides 5 lanes, 2.0m bike lanes, 3m multi-use trail, sidewalk, 4.2m two-way left turn lane or median, and also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the road within a 38m ROW.

OPTIONAL INTERSECTION TREATMENTS

Salem Road and Essa Road Intersection

☒ Roundabout Option
   Single lane roundabout at Salem Road and Essa Road intersection.

☐ Signalized Intersection Option
   Signalized intersection at Salem Road and Essa Road intersection.

Essa Road and McKay Road West Intersection

☒ Roundabout Option
   Single lane roundabout at Essa Road and McKay Road West intersection.

☐ Signalized Intersection Option
   Signalized intersection at Essa Road and McKay Road West intersection.

Please list below any specific concerns you have with the alternatives and options presented:
Salem Road Secondary Plan Transportation Improvements

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes ☐ No

Name: ____________________________________________ Date: ____________________________

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

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

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

____________________________________________________________________
____________________________________________________________________
____________________________________________________________________

Please submit this comment sheet by Friday, October 21, 2016 to:

Mr. Alvaro Almuina, P. Eng., PMP
City of Barrie
Engineering Department
70 Collier Street, P.O. Box 400
Barrie, ON
L4M 4T5

Tel: (705) 739-4220, Ext. 4471
Fax: (705) 739-4247
E-mail: Alvaro.Almuina@barrie.ca

Thank you for your comments.
Salem Road Secondary Plan Transportation Improvements

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☐ Yes       ☐ No

Name: __________________________  Date: __________________________

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (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:

________________________________________________________________________

________________________________________________________________________

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Thank you for your comments.
SALEM SECONDARY PLAN (ASSIGNMENT #1)  
TRANSPORTATION IMPROVEMENTS  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PHASES 3 & 4

Public Information Centre  
Thursday, September 22, 2016  
4:00 p.m. to 7:00 p.m.  
Liberty North Banquet Hall

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 a Municipal Class Environmental Assessment. Questions about this collection should be directed to the Director of Engineering, P.O. Box 400, 70 Collier Street, Barrie, Ontario, L4M 4T5, (705) 728-4242.

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]

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

“To improve and upgrade the existing transportation system within the Salem Secondary Plan area, while protecting the environment, minimizing disruption to existing residents and businesses, and allowing for participation of stakeholders and agencies, and, more specifically, to determine:

- Right-of-way requirements for the various roadways and transportation improvements.
- Transportation design elements such as sidewalks, cycling facilities, watercourse crossings, bus facilities, trails, roundabouts, etc.
- Conceptual drainage and storm water management requirements.
- Staging of infrastructure improvements.”

The notice of this Public Information Centre is available on the City of Barrie web site. Go to www.barr.ca/eastudies.

Which of the following alternatives do you feel best address the existing deficiencies and generate the greatest positive impact? Please rank the following alternatives from 1 to 3 with 1 being the most preferred.

ALTERNATIVE ROADWAY CROSS-SECTIONS

SALEM ROAD, ESSA ROAD, MCKAY ROAD WEST, HURONIA ROAD

Two alternatives have been developed for the improvement of these roadways as follows:

☐ Alternative 1: Three-lane cross section with on-road bicycle lanes, sidewalks, in a 29 metre right-of-way (ROW)
  
  This alternative incorporates the recommended improvements based on the MMATMP with a widening to 3 lanes, 2.0m bike lanes, sidewalks, 4.2m two-way left turn lane or median, within a 29m ROW.

☐ Alternative 2: Three-lane cross section with on-road bicycle lanes, multi-use trail (MUT), sidewalk, LID feature, in a 33 metre ROW
  
  Similar to alternative 1, this alternative provides 3 lanes, 2.0m bike lanes, 3m multi-use trail, sidewalk, 4.2m two-way left turn lane or median and also includes an enhanced section between the edge of pavement and the sidewalk to provide additional area for LID features on both sides of the road within a 33m ROW.
Salem Road Secondary Plan Transportation Improvements

VETERANS DRIVE, MCKAY ROAD EAST, LOCKHART ROAD

Two alternatives have been developed for the improvement of these roadways as follows:

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OPTIONAL INTERSECTION TREATMENTS

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Please list below any specific concerns you have with the alternatives and options presented:
Salem Road Secondary Plan Transportation Improvements

Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee?

☑ Yes    □ No

Name: ___________________________________________ Date: __________________________

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

☐ Poor (Much Improvement Required)

☐ Marginal (Some Improvement Required)

☒ Good

☐ Very Good

☐ Excellent

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

________________________________________________________________________________________
________________________________________________________________________________________
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Thank you for your comments.
Traffic Analysis (Future)

With the roadway widenings as recommended in the MMATMP and intersection improvements, the Study Area intersections will generally operate within capacity, and at acceptable levels of service, for the 2021 and 2031 horizon years.

The future mid-block traffic conditions within the Study Area are characterized by minimal delays and are anticipated to operate within capacity.
**Alternative Concepts - Overview**

**Salem Road, Essa Road, McKay Road West, Huronia Road**

**ALTERNATIVE 1**
Three-lane Cross Section with On-Road Bicycle Lanes, Sidewalks, in a 29 metre Right-Of-Way

- 3 lanes, 2.0m bike lanes, sidewalks, 4.2m two-way left turn lane or landscaped median.

**ALTERNATIVE 2**
Three-lane Cross Section with On-Road Bicycle Lanes, Multi-Use Trail, Sidewalk, “Rain Garden”, in a 33 metre Right-Of-Way

- 3 lanes, 2.0m bike lanes, 3m Multi-Use Trail, sidewalk, 4.2m two-way left turn lane or landscaped median, 2m rain garden on each side.

---

The City of Barrie
Natural Environment

Please refer to SIS for Conservation Boundary
Ponding may overspill onto pavement area from catchbasin grate if ponding exceed 0.2m deep

Consider lateral support to road base and curb

Concern that winter conditions may affect performance

May not drain in winter months due to frozen soil

Concern for City & Conservation approval
Salem LID Options

- An alternative to linear LID infrastructure would be centralized LID facilities.
- Similar to linear LID the centralized LID facilities will also be soil based to promote filtration and infiltration. Pre-treatment will be provided through the use of CB Shields.
- The centralized LID facilities will be located immediately adjacent to dry ponds.
- Dry ponds are used to control the stormwater runoff leaving the site during larger storm events.
- Combined centralized LID facilities and dry pond locations are conceptually illustrated on the next board.
Salem LID Options

Conceptual Locations of Combined LID Facilities and Dry Pond Locations

May be drained to future development pond

The City of Barrie
# Evaluation Criteria

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>How Criteria is Being Assessed</th>
<th>Alternative 1 (MMATMP)</th>
<th>Alternative 2 (MMATMP + 4 ROW for LiDs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic operations</td>
<td>Ability to (a) improve connectivity to existing road network (b) to meet Barrie’s MMATMP (c) to improve Traffic Safety (d) to improve traffic operations (increase capacity, reduce congestion and delays)</td>
<td>Improved connectivity to the existing road network, meets the requirements from the MMATMP</td>
<td>Improved connectivity to the existing road network, meets the requirements from the MMATMP</td>
</tr>
<tr>
<td>Cycling operations</td>
<td>Adequacy to accommodate Cyclists</td>
<td>Provides cycling facilities as per MMATMP</td>
<td>Allows for off street cycling facilities – Multi-use trail</td>
</tr>
<tr>
<td>Transit operations/service</td>
<td>Adequacy for Transit Operations/service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian operations</td>
<td>Adequacy to accommodate Pedestrians</td>
<td>Wider sidewalks and improved boulevard space.</td>
<td>Wider sidewalks and improved boulevard space.</td>
</tr>
<tr>
<td>Utilities</td>
<td>number of utility relocation required</td>
<td>Full utility relocations required</td>
<td>Full utility relocations required</td>
</tr>
<tr>
<td>Driveway Impacts</td>
<td>Impacts on driveway accessibility and operations</td>
<td>Moderate impacts to driveways, improved accessibility with addition of the two way left turn lane</td>
<td>Moderate impacts to driveways, improved accessibility with addition of the two way left turn lane</td>
</tr>
<tr>
<td>Stormwater management</td>
<td>Ability to accommodate drainage and stormwater management. Use of LiDs</td>
<td>Drainage and SWM objectives met however limited use of LiD’s.</td>
<td>Drainage and SWM objectives met, linear LiD’s in place meeting conservation authorities’ objectives.</td>
</tr>
<tr>
<td>Constructability</td>
<td>Feasibility and ease of construction</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Interim improvements</td>
<td>Ability to Implement Interim Improvements</td>
<td>Interim improvements can be accommodated</td>
<td>Interim improvements can be accommodated</td>
</tr>
<tr>
<td>Geotechnical/geohydrological conditions</td>
<td>Impact to Groundwater Suitability of ground conditions</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Operations and Maintenance requirements</td>
<td>Ease and cost of O &amp; M requirements</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Operations and Maintenance requirements</td>
<td>Ease and cost of O &amp; M requirements</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Impacts to structures</td>
<td>Impact on structures and other infrastructure (i.e. railways)</td>
<td>Structures including the existing grade separated crossing on Lockhart Road will require replacement and a widened permanent structure.</td>
<td>Structures including the existing grade separated crossing on Lockhart Road will require replacement and a widened permanent structure.</td>
</tr>
</tbody>
</table>

- **Repeated entry**
- **why add Multi use trail if on road cycling lanes are provided**
- **rain garden may be impacted by ground conditions**
- **cost for replacement of rain garden media should be accounted for**

---

The City of Barrie

Stantec
### Evaluation Criteria

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<thead>
<tr>
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<tbody>
<tr>
<td>Natural Environment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Watercourses/fisheries/aquatic impacts</td>
<td>Potential impact on existing watercourses Impact on habitat (Brook Trout)</td>
<td>Fish habitat at a number of watercourse crossings; Brook Trout at Lovers Creek tributaries</td>
<td>Fish habitat at a number of watercourse crossings; Brook Trout at Lovers Creek tributaries</td>
</tr>
<tr>
<td>Wildlife and Wildlife Habitat</td>
<td>Potential impact on Significant Wildlife Habitat, including Species of Conservation Concern</td>
<td>- Significant wildlife habitat for forest breeding birds and amphibian breeding habitat was confirmed to be present in the study area and edges of habitat features may overlap with ROW - Proposed activities in the ROW are not anticipated to affect habitat suitability for grassland birds</td>
<td>- Confirmed significant wildlife habitat for forest breeding birds and amphibian breeding habitat is present in the study area and edges of habitat features may overlap with ROW - Proposed activities in the ROW are not anticipated to affect habitat suitability for grassland birds</td>
</tr>
<tr>
<td>Species at risk</td>
<td>Potential impact on Species at Risk (habitat and species)</td>
<td>- Breeding and foraging habitat for grassland bird SAR was confirmed to be present in the study area and edges of habitat features may overlap with ROW - Proposed activities in the ROW are not anticipated to affect habitat suitability for grassland birds</td>
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</tr>
<tr>
<td>Vegetation</td>
<td>Potential impact on woodlands and other areas of natural vegetation communities (excluding wetlands)</td>
<td>- Woodlands, thickets and meadows are present throughout the study area</td>
<td>- Woodlands, thickets and meadows are present throughout the study area</td>
</tr>
<tr>
<td>Groundwater impacts</td>
<td>Potential impact to groundwater</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impacts to Wetlands/PSW</td>
<td>Potential Impact on Lover’s Creek Provincialy Significant Wetland Complex, locally significant wetlands and unevaluated wetlands</td>
<td>- Lover’s Creek Complex Provincially Significant Wetland is present in the study area</td>
<td>- Lover’s Creek Complex Provincially Significant Wetland is present in the study area</td>
</tr>
<tr>
<td>Land use</td>
<td>Compatibility with land use (existing and future)</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Environmental Improvements</td>
<td>Opportunities to Enhance Aquatic/terrestrial Features</td>
<td>Creates opportunities to mitigate wildlife road mortality at strategic crossing locations</td>
<td>Creates opportunities to mitigate wildlife road mortality at strategic crossing locations</td>
</tr>
</tbody>
</table>

**Consider salting operation on each Alternative, Alternative 1 may be better**

**Would Alternative 1 be combined with other quality control facilities; and, therefore minimal impact to environment**

**require acquisition of additional lands**

---

The City of Barrie

Stantec
**Evaluation Criteria**

<table>
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<tr>
<th>Evaluation Criteria</th>
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<th>Alternative 1 (MMATMP)</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Property acquisition</td>
<td>Degree of Property required and households/business affected</td>
<td>$$$</td>
<td>$$$</td>
</tr>
<tr>
<td>Aesthetics</td>
<td>Ability to improve visual aesthetics of roadway and community</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Noise impacts</td>
<td>Number of noise walls or mitigations measured required</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Construction impacts</td>
<td>Noise, Dust, traffic disruptions, Feasibility and ease of construction</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Compliance with AODA</td>
<td>AODA Compliant design</td>
<td>AODA Compliant design</td>
</tr>
<tr>
<td>Improve public safety</td>
<td>Elimination of conflict points; improved infrastructure for all users</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Local businesses</td>
<td>Disruption/Permanent impact to businesses</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Archaeological impacts</td>
<td>number of archaeology impacts</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Cultural heritage impacts</td>
<td>Extent of cultural Heritage impacts</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>First Nations impacts</td>
<td>Potential impact to First Nations heritage</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Project Capital costs</td>
<td>Total projects costs for capital improvements</td>
<td>Least cost to construct</td>
<td>Greatest cost to construct due to the additional LID requirements, additional utility relocation costs and land acquisition.</td>
</tr>
<tr>
<td>Life – Cycle costs (25 year)</td>
<td>Net Present value of 25-year life cycle costs</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td>Land acquisition costs</td>
<td>Total costs for property acquisition</td>
<td>Least land acquisition cost</td>
<td>Greatest land acquisition cost</td>
</tr>
</tbody>
</table>

**Legend for Impact Values:**
- **Greatest**
- **Neutral Impact**
- **Least**
- **Non-significant difference**

*The City of Barrie*

*Stantec*
Salem – Potential Interim Road Improvements – To be carried out prior to 2031 for interim road network improvements

Consider adding interim improvement as shown (Road grade adjustment)