



BURNSIDE

**Public Information Centre #1 Summary
Report - Barrie Collingwood Railway
Active Transportation Trail**

**County of Simcoe
1110 Highway 26
Midhurst, ON, L9X 1N6**

**R.J. Burnside & Associates Limited
128 Wellington Street West Suite 301
Barrie ON L4N 8J6 CANADA**

**August 11, 2022
300053939.0000**

R.J. Burnside & Associates Limited

Report Prepared By:



Sylvia Waters
Project Administrator
SW:js

Report Reviewed By:



Tricia Radburn
Environmental Planner
TR:js

Table of Contents

1.0 Introduction and Background1

2.0 Method of Notification1

3.0 Public Meeting Format.....2

4.0 Participation Levels and Summary of Comments Received.....2

4.1 Age Group and Demographic 1

4.2 Existing Trail use during Peak and Off-Peak Season 2

4.3 Proposed BCRY Active Transportation Trail use during Peak and Off-Peak Season 3

4.4 Reason for use of Existing Trail and Proposed BCRY Active Transportation Trail 4

4.4.1 Reasons for use by Demographics.....5

4.5 Trailheads Most Likely Used..... 5

4.6 Level of Importance of various Amenities at Trailheads 6

4.7 Themes of Responses to Survey 7

4.7.1 Positive Comments and Suggestions7

4.7.2 Property Concerns7

4.7.3 Concerns and Comments regarding Motorized Vehicles8

4.7.4 Support for Motorized Vehicles9

4.7.5 General Concerns9

4.7.6 Environmental Concerns9

4.7.7 Funding Concerns.....9

4.7.8 Safety Concerns.....10

4.7.9 Use/Removal of Rail Materials10

4.7.10 Tourism and Business Opportunities.....11

4.7.11 Suggestions of Extension/ Completion11

4.7.12 Amenities12

4.7.13 Maintenance Concerns12

5.0 Next Steps14

Tables

Table 4-1: Comments and Response by Email, phone, and letter. 1

Table 4-2 Questions and Project Team Responses.....13

Appendices

- Appendix A Newspaper Advertisement
- Appendix B Display Boards
- Appendix C Comment Sheets

1.0 Introduction and Background

The County of Simcoe (County) has identified an opportunity to provide inter-community active transportation with the development of the Barrie Collingwood Railway (BCRY) Active Transportation Trail.

The County is undertaking a Municipal Class Environmental Assessment (MCEA) to consider options for the development of the BCRY Trail, between Stayner (Township of Clearview) and Angus (Township of Essa) for 23 km.

The County has identified the Problem/ Opportunity Statement for this project as:

The purpose of this study is to identify an appropriate means to convert 23 km of the former Barrie Collingwood Railway between Stayner and Angus to an Active Transportation Corridor.

Alternative Solutions include:

- Do Nothing;
- Alternative #1: On Existing Rail Bed (Salvage Rails and Dispose of Ties);
- Alternative #2: On Existing Rail Bed (Salvage Rails and Bury Ties);
- Alternative #3: Bench Trail on Side of Existing Rail Bed;
- Alternative #4: Bench Trail on Side of Existing Rail Bed (Salvage Rails); and
- Alternative #5: Off Existing Rail Bed Beside Property Line.

The planning of the BCRY Trail is being carried out in accordance with the (Schedule B requirements (Phases 1 to 2) of the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*.

A key component of the study includes consultation with interested stakeholders. The first Public Information Centre #1 (PIC) was held virtually starting from January 24, 2022, with comments encouraged by February 18, 2022. This PIC #1 Summary Report summarizes the notification process, the information presented, and the comments received during and after the PIC.

2.0 Method of Notification

Details of the date, time, and purpose of the PIC #1 were published in the Stayner Sun and Alliston Herald on Thursday, January 20, 2022 and Thursday, January 27, 2022; also published on the Township of Clearview's website on Friday, January 21, 2022. A copy of the advertisement is provided in Appendix A.

Public Information Centre #1 Summary Report - Barrie Collingwood Railway Active Transportation Trail
August 11, 2022

Notification of the PIC #1 was also emailed / mailed to regulatory agencies, municipalities, Indigenous communities, and local residents who live within the Study Area and posted on the County website (<https://www.simcoe.ca/BCRYTrail>).

3.0 Public Meeting Format

Given the current provincial government order to limit social interactions to reduce community spread of the COVID-19 virus, the PIC #1 was hosted in a virtual environment. The presentation described the Study, the proposed design alternatives, identify next steps in the process and is available in Appendix B. Comments, concerns and interests were gathered through an online Public Survey available on the County website. A copy of the online Public Survey results is available in Appendix C.

4.0 Participation Levels and Summary of Comments Received

This section provides an overview of the feedback received from participants in the PIC #1. A total of 1,178 survey responses were completed between January 24, 2022 and February 18, 2022. There were five written comments received by email or letter, see Table 4-1.

Table 4-1: Comments and Response by Email, phone, and letter.

Resident	Comment	Study Team Response
Resident 1	<p>Family opposed to trail being constructed behind our home (especially motorized vehicle trail), as trail is feet away from bedroom windows. It will greatly impact ability to enjoy property. The construction of this trial will diminish the current way of life, rob us of any security and privacy we have right now, as home is extremely close to the tracks, with NO privacy for about 300 feet. Main concern is that this opens property to potential vandalism and theft.</p> <p>When reading through the proposal that in section 4.2.1 the link to: OFA prepared a paper entitled "Rails to trail concerns of adjacent property owners" does not work. Please forward me the content of that link.</p> <p>During conversation yesterday you told me that my concerns would be reviewed later in the planning phase, but it specifically says that these things "should be addressed early and often in the planning and design process" (which still may be early, but it is very important to us to address these issues asap) Another concern we have is "presence of contaminants in the soil below" once they start to disturb the tracks. I can appreciate that they say, "in most cases the overall risk is relatively low" (did I read that right????) "The health and safety plan during construction would include a requirement for trail contractors to wear appropriate PPE when handling soils during construction in</p>	<p>Thank you for the email and I appreciate your concerns with our proposed trail construction; we have filed your email / comments with the project Environmental Assessment accordingly. As mentioned to you on the phone, while it's too early to discuss the specific details at this point, I agree that your property as well as some of your neighbouring properties will have similar concerns due to an increase in user traffic of the railway corridor. Attached is the requested document, 'Rail to trail concerns of adjacent property owners. Although the document was prepared by the Ontario Federation of Agriculture (OFA) and mostly related to agricultural purposes, there are contents in this document that may help us guide through this process. I also agree that given your proximity to the Rail Right of Way and the proposed trail construction that an onsite meeting would be beneficial; however, I suggest we wait until the spring thaw so elements are more visible and also by this time our team would have reviewed the public comments received from the PIC #1 which would help us gain further insights on certain issues; I believe we can have a more meaningful discussion at that time. We would also like to have this meeting along with some of your neighbours</p>

Resident	Comment	Study Team Response
	<p>areas where contaminated levels exceed Provincial guidelines"</p> <p>would like to schedule a one-on-one meeting to discuss our concerns.</p>	<p>that are in the same situation at the same time. If you are speaking to your neighbours, please encourage them to send us an email so we can schedule a time that works for everyone in the spring. I suggest having the on-site meeting in late March or early April depending on the weather patterns.</p>
Resident 2	<p>I have been involved as a volunteer, with the trail development in Collingwood for the past 30 years or so. I am very pleased to see the County take the initiative to develop the BCRY corridor into a multi use trail. However, the area under consideration is not adequate. The bridge over Batteaux Creek needs to be included in this project. There is already a very usable stone dust trail between Collingwood and Stayner, except for the missing link at the Batteaux, causing a very dangerous missing link in the Trail. Some tie and rail removal should be included to make proper connection to the established trail along with a bridge safety upgrade with railings. The suggestion to remove the rails and cover the ties with asphalt is the most unadvisable suggestion imaginable. This would end up with ties decaying.</p> <p>The unused trail in between Fort Willow and the BCRY could be established as a trail, making another circle route from Barrie to Orillia to Midland to Elmvale to BCRY to Barrie or to Collingwood and Meaford. A world class tourist</p>	<p>Thank you for your comments. Your suggestions are noted.</p>

Resident	Comment	Study Team Response
	hiking, cycling tourist route would be established. Please connect Stayner to Angus with a stone dusted trail after the rails and ties have both been removed.	
Resident 3	Property owner of Part Lot 28, Concession1 (Townline) being about 103 acres on the corner of the McCarthy Drive and the Townline. I just wish to know if the proposed trail will go anywhere near our land. The registered owners are Ilona Gorch and Dorothy Hirth. The map tiny and cannot be enlarged.	The Municipal address of the property is 5100 Sunnidale-Tosorontio Townline, Clearview. Key map of the property is below. While the subject property does not abut to the BCYT ROW, the northeast corner of the property is approximately 20 m from the ROW.
Resident 4	<p>Email #2:Jae, thank you for reply, my neighbors and I are very concerned about possible motorized vehicles just behind our house. Looking at the report on page 70, the trail signs indicate no vehicles, so we hope that is the case. Several people on our side of the street that back on the tracks have discussed this and would like then for council to assure us this will be pedestrian use only.</p> <p>Email #1:Emailing you with regard to the proposed conversion of the old rail line that runs behind our house, we have lived here for 30 years and are listed on sheet #28 of the study. With our backyard only 20' from the line I have concerns about privacy, security and noise. Can you tell me if this new trail will be for walking and biking only with all motorized vehicles prohibited, if so, how will it be enforced</p>	Thanks for contacting me with your concerns for the BCRT, appreciate comment, will file along with contact to the project. Note that allowed usage of the trail will be determined by the County Council based on the recommendations from this EA. The EA will also look into enforcement and maintenance of the trail. We expect to have more information this spring after we complete the first round of public consultation and for the 2 nd round of PIC which is scheduled for fall this year.

Public Information Centre #1 Summary Report - Barrie Collingwood Railway Active Transportation Trail
August 11, 2022

Resident	Comment	Study Team Response
	and controlled? Also, will the trail be patrolled and maintained by the township on a regular basis.	
Resident 5	<p>On behalf of the Collingwood Trails and Active Transportation Advisory Committee, I would like to provide a recommendation from the various design options identified in the Barrie Collingwood Railway Multi-Use Trail Design Report dated January 2019. Our committee strongly recommends that Alternative #1 be the chosen option. We have had extensive experience with this alternative since several our local trails, including the Georgian Trail, have been built directly on a railway track bed. The track bed provides a solid and almost indestructible base for the trail and guarantees excellent drainage throughout the year. Ongoing maintenance is also reduced given the stability of the track bed. The removal of the railway ties eliminates an environmental issue and ensures that there will be no changes to the trail surface as the railway ties deteriorate over time. In addition, our committee would suggest that consideration be given to building two trails, one for pedestrians and one for cyclists, in proximity to any urban centres along the route. Georgian Trail counters have clearly shown that the user traffic close to the urban centres is noticeably higher than the traffic between centres as many people, who do not wish an extended trip, use the trail to go out to a certain point, turn around, and then return home. Having two trails in these higher traffic areas eliminates potential conflicts</p>	Thank you for your comments. Your suggestions are noted.

Public Information Centre #1 Summary Report - Barrie Collingwood Railway Active Transportation Trail
 August 11, 2022

Resident	Comment	Study Team Response
	between pedestrians and cyclists. I thank you for the opportunity to comment. If you have any questions do not hesitate to contact me.	

The Online Survey asked participants to describe the level of support for the County developing a trail connection between the communities of Angus and Stayner, and results showed an overwhelming support for the project, with 1103 respondents noting 'very supportive' of the trail connection. See Figure 4.1.

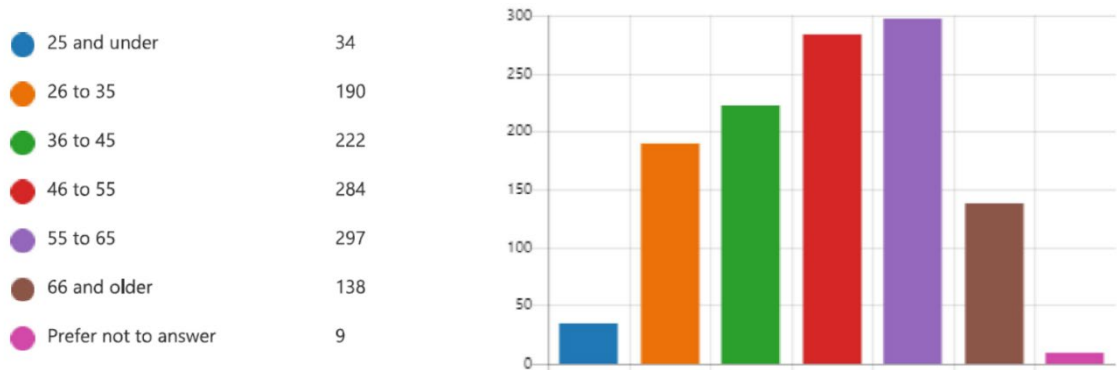
Figure 4.1: Description of Support of the Proposed Barrie Collingwood Railway Trail Connection



4.1 Age Group and Demographic

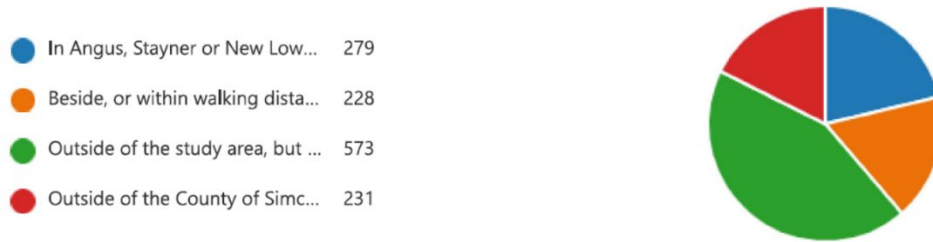
Respondents were asked to identify their age group, with results shown in the Figure 4.2, which illustrates the highest responses from age groups 55-65, 46-55, 36-45 and 26-35 in that order.

Figure 4.2: Age Groups Identified by Respondents



When asked to describe where respondents lived, almost half noted they were outside the Study Area. The responses of the other respondents were equally weighted between Angus, Stayner or New Lowell; Outside County of Simcoe and besides, or within walking distance. Results are shown Figure 4.3.

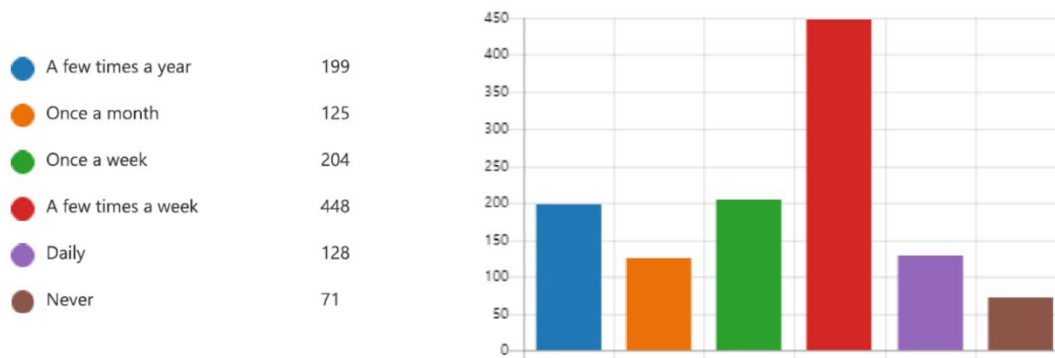
Figure 4.3: Demographics



4.2 Existing Trail use during Peak and Off-Peak Season

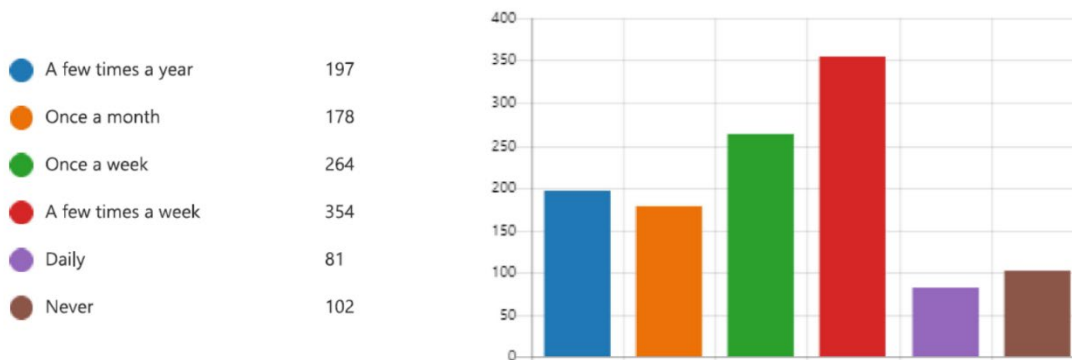
There were 1,175 participants who responded to the question of their estimated average use of the Existing Trails during *peak-season*, as illustrated in Figure 4.4. Of these participants, 448 responded their use as being ‘a few times a week’; with the next highest average being ‘once a week’ at 204 and 199 replied using ‘a few times a year’.

Figure 4.4: Existing Trail use during May – October



When reviewing respondent results for *off-peak season* use of the Existing Trails in the community 354 respondents noted their use being ‘a few times a week’; 264 ‘once a week’ and 197 ‘few times a year’ or 178 ‘once a month’ as illustrated in Figure 4.5.

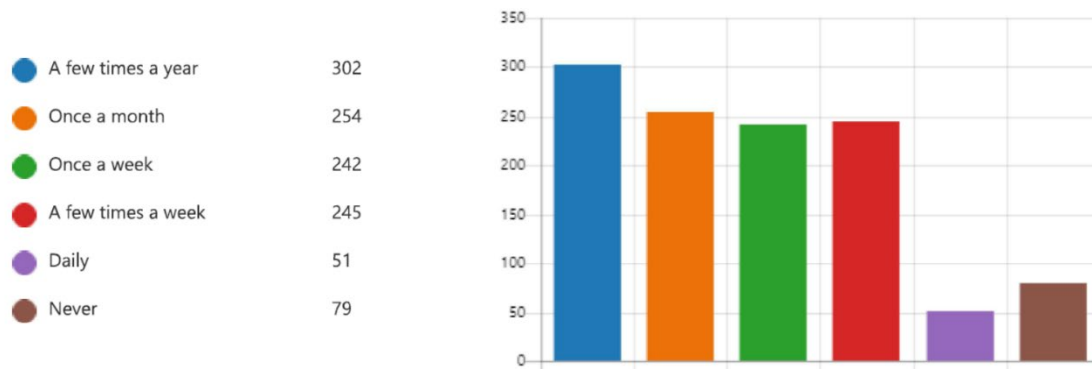
Figure 4.5: Existing Trails use during November – April



4.3 Proposed BCRY Active Transportation Trail use during Peak and Off-Peak Season

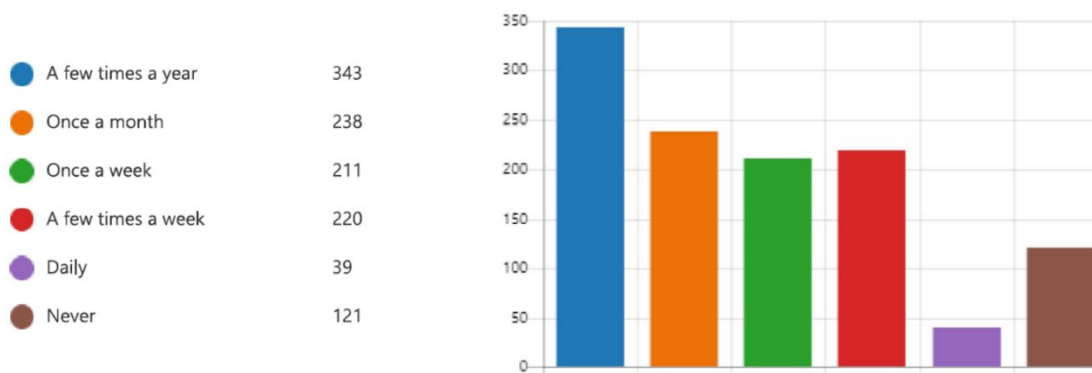
There were 1,173 respondents who responded to the question of their expected use of the proposed BCRY Active Transportation Trail during *peak-season*, as illustrated in Figure 4.6. Of these participants, 302 respondents noted they expect to use ‘a few times a year’; 254 ‘once a month’; 245 noted their expected use would be ‘a few times a week’ and 242 ‘once a week’.

Figure 4.6: Proposed BCRY Active Transportation Trail use during Peak-Season



When reviewing respondent results for *off-peak season* of expected on average use the proposed BCRY Active Transportation Trail in the community, 343 respondents noted their expected to use ‘a few times a year’; 238 ‘once a month’; 220 ‘a few times a week’ and 211 ‘once a week’, as illustrated in Figure 4.7. There were 1,172 respondents.

Figure 4.7: Proposed BCRY Active Transportation Trail use during November - April



4.4 Reason for use of Existing Trail and Proposed BCRY Active Transportation Trail

The four highest reasons for using the Existing Trail system were to take a walk / hike (787), to enjoy nature and view wildlife (677), to bike (591) and to spend time with family and friends (563). Additional reasons noted were dog walking and other reasons not specified, as illustrated in Figure 4.7. Figure 4.9, illustrates a very similar result as the reason for use of the proposed BCRY Transportation Trail with the three highest reasons as; to take a walk / hike (648), to enjoy nature and view wildlife (615), bike (605) and to spend time with family and friends (510).

Figure 4.8: Reason for using Existing Trail

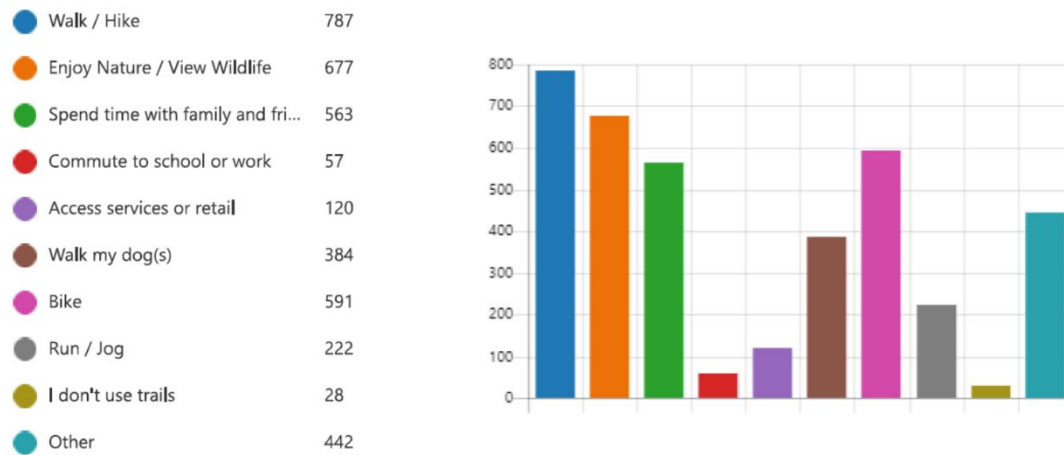
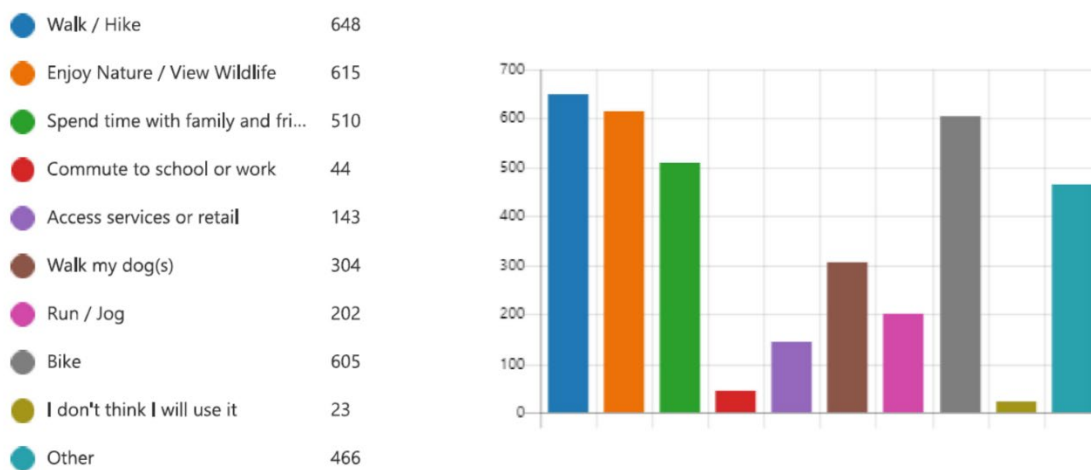


Figure 4.9: Reason for using proposed BCRY Active Transportation Trail



4.4.1 Reasons for use by Demographics

As illustrated above in Section 4.4, and Figure 4.8 and Figure 4.9, survey results signified that the majority of respondents would use the Existing Trail or the BCRY Active Transportation Trail for non-motorized activities.

Survey results were also investigated as to respondent's use of trail by location of the respondent, as follows:

Respondents from besides, or within walking distance of, the proposed trail / beside, or within walking distance of, the proposed trail; in Angus, Stayner or New Lowell:

- Use existing trails in the County for non-motorized activities. When asked for what other reasons they may use existing trails, less than a quarter noted motorized use.
- Would all use the proposed BCRY Active Transportation Trail for non-motorized activities. When asked for what other reasons they would like to use the proposed BCRY Active Transportation Trail less than a quarter noted motorized use.

Respondents from beside, or within walking distance of, the proposed trail; outside of the Study Area, but within the County of Simcoe and in Angus, Stayner or New Lowell:

- Use existing trails in the County for non-motorized activities. When asked for what other reasons they may use existing trails, roughly one third noted motorized use.
- Would all use the proposed BCRY Active Transportation Trail for non-motorized activities. When asked what other reasons they would like to use the proposed BCRY Active Transportation Trail, roughly one third noted motorized use.

Respondents from outside of the County of Simcoe:

- Use existing trails in the County for non-motorized activities. When asked for what other reasons they may use Existing Trail, most noted motorized use.
- would all use the proposed BCRY Transportation Trail for non-motorized activities. When asked for what other reasons they would like to use the proposed BCRY Transportation Trail, most noted motorized use.

Other suggested uses of the trail included cross-country skiing, snowshoeing, and dog sled, walking, biking, exercise, supporting mental health, commuting, taking photographs, socializing, and viewing the environment.

4.5 Trailheads Most Likely Used

The Trailheads (or Staging Areas) which respondents were most likely to use are illustrated in Figure 4.10. Almost half of respondents were most likely to use multiple Trailheads; with Stayner and Angus coming into use second and third, respectively.

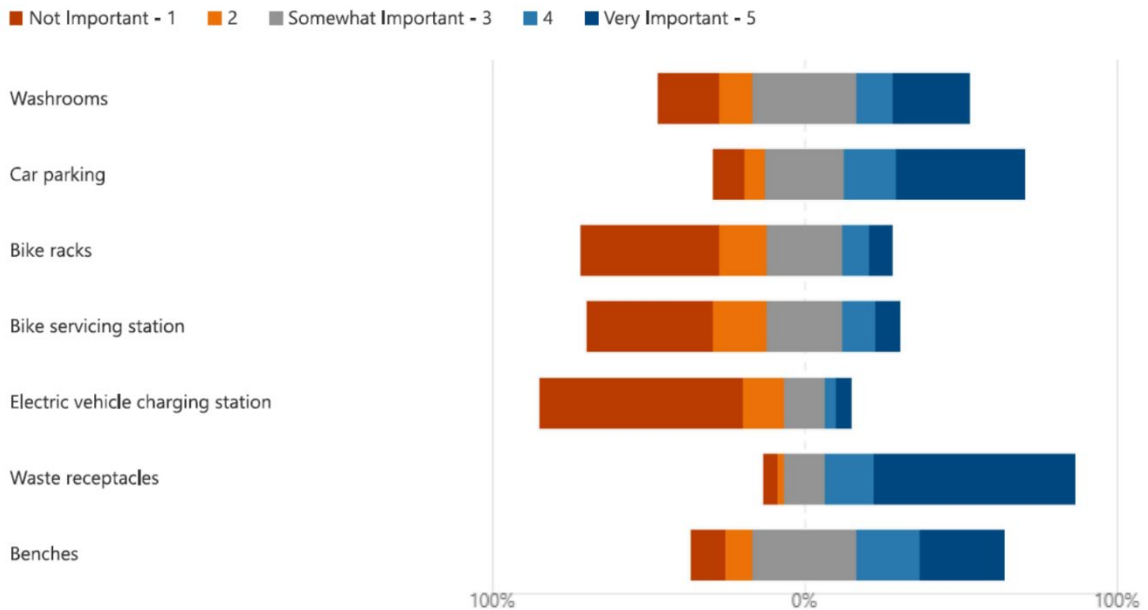
Figure 4.10: Most Likely Used Trailheads



4.6 Level of Importance of various Amenities at Trailheads

Respondents were requested to rank the importance of seven amenities on a scale of 1 (Not Important) to 5 (Very Important). Figure 4.11 illustrates the ranking of washrooms, car parking, bike racks, bike servicing station, electric vehicle charging station, waste receptacles and benches. The amenity which was ranked ‘very important’ the most was waste receptacles, followed by car parking; and the amenity ranked ‘not important’ was ‘electric vehicle charging station’, followed by bike racks and servicing station.

Figure 4.11: Importance of Amenities on the Trail.



When respondents were asked, if there were any other amenities they would like to see at trailheads, the answers could be grouped into the following themes. Note that amenities which have been noted above in Figure 4.11 have not be repeated in these themes.

Signage such as: distance markers, areas of interest, lookouts; retail / coffee; invasive species information, wildlife and fauna stations; historical signage and canoe and kayak access points.

Infrastructure: Infrastructure to prevent motorized vehicles from destroying the trail; guard rails on the bridge (for safety) and to create a solid walkway. Sidewalks to businesses (which connect to other trails). Others indicated lighting, pavilions, trailer parking, boot brushes (at trail heads to limit seed spread), viewing platforms for wildlife and landscape, off-leash dog trail; playground or play area for children, splash pad, snack bar, overnight camping, and hitching posts for horses.

4.7 Themes of Responses to Survey

Additional comments about the trail are listed below by themes, such as positive comments, property concerns, motorized vehicles, general concerns, amenities, maintenance, general suggestions, and questions asked.

4.7.1 Positive Comments and Suggestions

- Get it completed as soon as possible!!
- Please don't miss this opportunity for active transportation
- Long overdue and can't come soon enough! I personally can't wait!
- look forward to being able to safely travel by bike even further on the trail network.
- I would just like to reaffirm my support for the trail as it has been proposed, great benefit to many people in Town.
- Go for it!! It is needed and a great way to make these communities better in so many ways.
- Thank you for considering.
- Great idea. Let's get it done.
- Thank you for considering local, outdoor recreation needs in Simcoe County!
- Would be great to have a trail connection down to Angus!
- Potential to be a huge tourism draw, could easily be part of a weeklong cycling adventure looping from Barrie through Orillia, Midland, Wasaga Beach, Collingwood and to Barrie.
- Great for tourism and local businesses.
- Crosswalks would be nice were crossing major roads.
- Electric bikes, scooters and mobility vehicles might all use this trail. Ensure that 3 ft is wide enough.

4.7.2 Property Concerns

- Live adjacent to the proposed trail and concerned about motorized vehicles such as snowmobiles and dirt bikes, creating a noise nuisance as well as disturb the plethora of small wildlife (birds) that visit my backyard.

- Affects our life EVERY SINGLE DAY! It robs us of any security we have. It opens our property up for anyone and everyone to just walk right through. Our peace and serenity will be lost.
- Ensure privacy options available to landowners where the trail travels right behind their home and currently has open sightlines (through natural plantings or fencing, proper restrictive barriers).
- Concerns regarding security issue, potentially leading to criminal activity through property damage or theft.
- Very concerned with members of the public regularly walking along and potentially feeding livestock along the proposed trail.

4.7.3 Concerns and Comments regarding Motorized Vehicles

- Concern for potential illegal use by ATV's, snowmobiles, and other vehicles which could be a safety hazard and noise concern.
- Concern to have trail overrun with motorized vehicles-especially speeding back and forth late at night. Non-motorized.
- During non-winter months do not allow motorized vehicles (ATVs, dirt bikes, etc.) on the trails. Petal bikes, strollers, e-bikes should be the thing motorized on the trail. ATVs now have access to all Township roads. ATV's and dirt bikes just rip up the trail especially if you are biking or using a stroller, very annoying.
- If this is not meant to be used by dirt bikes, ATVs or snowmobiles then very tight access openings must be constructed. Make sure cars / trucks cannot physically enter the trail.
- No ATVs, dirt bikes or snowmobiles. They are constantly in the Simcoe County forests and it is very disturbing.
- Make sure that motorized vehicles are not permitted as they ruin trails
- No motorized vehicles with the exception of e-bikes should be allowed to use this trail.
- Also, e-bikes should be banned, like many of the trails in Toronto. Many e-bikes are unregulated and are too fast on the trail at 50km/h. Not safe for normal cyclists and pedestrians.
- Would not want ATVs on the trail. The tire ruts will require additional maintenance and the straight level profile of the trail will lead to speeding unless counter measures are in place. Snowmobiles are less of a problem as they won't damage the trail base.
- Ensure that there are no motorized vehicles on the trail in the summer.
- Snowmobile use already an issue; snowmobiles should be rerouted somehow onto their own trail.
- Don't allow anything motorized all year (snowmobiles, motorcycles, ATV's, cars).
- Making sure it's just for walking hiking and biking.
- Make trail be used for walking, biking, observing nature.

4.7.4 Support for Motorized Vehicles

- Would be nice to make it ATV accessible as well like other communities have done, a shared trail.
- Allow OFSC use in the winter and OFATV
- Trail should be multi use and include motorized (ATV/ dirt bikes / snowmobile.
- This questionnaire is very biased as it directly leaves out motorized vehicles as well as horseback riding, the survey from 2019 already showed unanimous support for powersports to be included in the multi-use trail system. This questionnaire has also been made difficult to find or access to general public especially those who do not use electronic devices to keep up to date

4.7.5 General Concerns

- Dogs off leash on trails, and in adjacent yards.
- Enforcement (ensure proper signage and enforcement of animal rules would be necessary).
- Adding all sorts of amenities is creating an amusement park environment and bringing too many conflicting elements together such as bikes, dogs, cars etc. is a recipe for disaster.
- Concern with removing or building over existing rail is it limits future growth down the road if the GO train can access
- Don't make the same mistake Barrie did and sell off parts of the Barrie-Orillia line for development for a quick dollar and remove any chance of future rail operations which are key to major industrial growth.
- Paved like the Tay shore trail between Midland and Wabashshene. The trail is so well used even by wheelchair because it is paved

4.7.6 Environmental Concerns

- Concern that if you replace the trail and tracks in the park the flood plain in Stayner is drastically decreased.
- New plantings should be native.
- Concerned about potential spread of invasive species along new trail vector. Should be signed appropriately with boot brushes and potential other materials should be present at trail heads to limit seeds spreading along the trail and potential compensation to landowners where invasive species have become a problem because of the spread from Simcoe property.

4.7.7 Funding Concerns

- Against any costs to taxpayers for a facility that I would not use.
- This is a useless project. Instead of spending money to build what would amount to be an underutilized walking trail, any money should be spent improving transit

infrastructure between Collingwood and Angus going to Barrie. This would be more useful to the area and would have greater environmental and economic benefits for the area.

- So, wasting tax dollars on this. If the community wants this so badly, they can raise funds to make it happen.
- Sell to adjacent property owners with proceeds being utilized for numerous, more important projects within the community. This trail will have huge initial costs, huge ongoing maintenance costs, huge ongoing administrative costs through improper use, trespassing issues, etc. This is a rural area with numerous existing trails, Simcoe County Forests, and natural areas to hike, walk, ride, etc.

4.7.8 Safety Concerns

- DO NOT PUT A TRAIL HERE THROUGH ANGUS. Lots of vandalism, drug use, assault, rape, and violent crimes have happened exactly where the new one is proposed. Zero available parking other than where there are lots of houses with young children playing outside.
- Concern for the safety of the older bridge across the river.
- Concern regarding a trail crossing at point J due to the traffic turning onto Sunnidale Tos Townline Road. Several vehicle accidents a year; also, a problem with impatient people passing on the shoulder of the road as cars are waiting to turn onto the Townline. Suggest either a speed reduction on CR 10, a left turn lane maybe or moving the pedestrian crossing away from the intersection.
- Do not use 2 (1 1/2") x10 lumber laid in the direction of travel over bridges. The 1 1/2" edges can trip a bike.

4.7.9 Use/Removal of Rail Materials

- Only options that should be considered are those that would keep the trail on the existing rail bed, they are the least costly, least intrusive, and least environmentally damaging options.
- Remove track and rail ties and build on the existing rail bed.
- Remove the used rail lines and ties and place the proposed trail on top of the existing bed, not beside.
- Remove rails and sell as scrap metal or cut into one-foot lengths and sell as fundraising for trail maintenance; remove railway ties, do not bury toxic waste; use limestone screenings, except at intersections and crossing; not pave or use asphalt; be environmentally friendly.
- Selling the steel rails and burying the cross ties is the way to go because if you dig out all the cross ties, they will become a piled up environmental hazard elsewhere.

4.7.10 Tourism and Business Opportunities

- Consider moving some of the rails to the County Museum. This project provided as a great opportunity to expand on the museum's railroad related displays at a low cost.
- Opportunity to use the old tracks for a modern version of a train (transport people and bikes to and from different attractions). Old school bus can run the rails with a little work and imagination; have tours of old rail towns along the line, places for refreshments crafts etc.
- Leave the current land as is period. That's nature at its finest.
- Rail track should remain and there be a tourist attraction, like so many other locations, for a train to take tourists to those various destinations, such as a day in Collingwood, Stayner, etc.
- I believe the corridor should be used for small-scale passenger rail alongside the trail.
- To offset the provincial / municipal costs of maintaining the trail, encourage local businesses to pay a nominal fee that goes towards maintenance of the trail. In return, erect a plaque on a section of the trail that indicates said business has sponsored this part of the trail. Free advertising for the business.
- Any opportunities to make the trails less than 100% dead-straight are always welcome (as it can get boring to see the end from 30 km away). Any off-shoot trails to interesting forests or natural features should be included in small loops or any other geological features that can be pointed out (overlooks, ponds, etc.).
- Complete the trail connecting from Collingwood to Angus, to give another active transport option for our region.

4.7.11 Suggestions of Extension/ Completion

- Extend from Barrie to Angus
- A link from Collingwood to Angus would be fantastic - encourages biking and exercise. I guess the link would be from Meaford to Angus!
- I would love to see cooperation between different communities to improve trail connections which would benefit both residents and tourists.
- Sections "J" and "K" would be used often much more than the other sections from the perspective of folks from Barrie and Angus. The businesses in Creemore are already familiar with the needs of Cyclists and cater to us. The section mentioned would allow easier access to Creemore.
- If possible, the trail should be inclusive to as many groups as it is safe to include.
- Trail section B (Warrington Rd in Stayner) needs a separate walking path from the snowmobile trail.
- Rail lines are carbon friendly please leave this rail line in place and invite GO Transit to use the rails.

- GO system could be developed all the way to Collingwood, reducing the need for more roads / highways

4.7.12 Amenities

- Maps at the trailhead outlining various distances along the trail. Information board about the area. Along the trail it would be nice to have mile markers, wayfinding aids, You Are Here. Areas off the trail for potential Geocaches (if permissible). A self-guided multi-checkpoint scavenger along the way.
- This railway helped to open the western United States and Canada open to settlement. There is also an opportunity to recognize First Nations history along the trail. Hope is that both will be incorporated into the development of this trail.
- Implement an adopt a trail section program.
- Preserve as much history of the Barrie Collingwood Railway as possible.
- Plaques indicating local natural features such as wetlands, interesting geographic or geological features (tree and wildlife photos; local fishing regulations near the river). Also, there was at one time an archaeological dig in the area that identified a settlement and artifacts of the Petun's.
- Provide naturist options for people exploring, learning about its history, vegetation, and wildlife.
- Signage indicating trail is frequented by local wildlife, especially coyotes and sometimes bears. Information of best practices if encounter such wildlife.
- Rail trails are amazing for persons with disabilities because of the flat / straight nature of the trail. Any inclusive additions that can be included are always appreciated.
- Provide shaded areas; large staging for truck and trailer parking; NO to garbage cans and washrooms!

4.7.13 Maintenance Concerns

- Trail groomed in winter to facilitate all year-round use.
- Pave for safety of residents and the family's; asphalt would be preferable.
- Asphalted or at least very hard compacted to allow road bikes.
- Gravel or paved trail?
- A stonedust trail is very adequate, is does not get hot, it is easily groomed, it packs well for bikes and does not break up or heave like asphalt. See the Georgian Trail, which has been there 30 years with a stonedust surface.
- Washroom facilities must be maintained properly.
- Requirement of landowners adjacent to the trail to have their dogs secured.

In addition to comments, several questions were posed. Questions and responses from the project team are summarized in Table

Table 4-2 Questions and Project Team Responses

Questions	Team Response
<ul style="list-style-type: none"> In the winter would snowmobile trails run on the trail or beside? 	<p>Permitted usage of the trail will be determined by the County Council based on the recommendations from this EA. We expect to have more information this summer / fall after we complete the first round of public consultation and for the 2nd round of PIC which is scheduled for summer/fall this year.</p>
<ul style="list-style-type: none"> What about ATV access beside trail? Please clarify all permitted uses of these proposed trails? 	<p>Permitted usage of the trail will be determined by the County Council based on the recommendations from this EA. We expect to have more information this summer / fall after we complete the first round of public consultation and for the 2nd round of PIC which is scheduled for summer / fall this year.</p>
<ul style="list-style-type: none"> If you go with covering the ties, how long are they expected to last before they could cause problems with rot? 	<p>This is currently being reviewed and the costs / benefits of removing the ties vs. leaving them in place is being studied. A recommendation will be provided in the final EA.</p>
<ul style="list-style-type: none"> What will happen with current tree lines? 	<p>Impacts to trees are being considered and will be factored into the decision about where to locate the trail within the corridor. A Tree Hazard Assessment is being completed to identify trees within the corridor which pose a hazard and will need to be removed.</p>
<ul style="list-style-type: none"> Standing water? 	<p>A review of existing culverts is being undertaken to identify if additional work or alterations are required to maintain or improve drainage. This will be incorporated into the final trail design.</p>

Questions	Team Response
<ul style="list-style-type: none"> Who will maintain sections of the trail? Garbage? 	Discussions are ongoing within the County and Townships to clarify maintenance responsibilities.
<ul style="list-style-type: none"> Where would the parking space in Angus be located for this trail? 	A trailhead is planned in the area around King St. and Alma St. This location and the amenities to be provided at the trailhead are still being confirmed through discussions with the Township.

Participant comments were reviewed to provide a better understanding of stakeholder opinions and to provide feedback on the proposed Alternative Solutions. The summary of comments and advice received during PIC #1 is intended to provide an indication of overall shared issues, opinions, and concerns of participants. Copies of individual comments are provided in Appendix C.

5.0 Next Steps

Comments and concerns received at the PIC #1 will be reviewed for incorporation into the evaluation of a Preferred Alternative and the Project File Report (PFR). Next steps include:

- Input from public and agencies; and
- Selection of a Preferred Alternative.

The choice of MCEA Schedule will be reviewed and confirmed or changed as appropriate for the Preferred Alternative and a PFR, documenting the planning and decision-making process of the study, will be prepared for public review and comment at the completion of the study. A Notice of Completion will be issued following the completion of the (PFR). The (PFR) will be available for public review for a minimum 30-day review period.



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

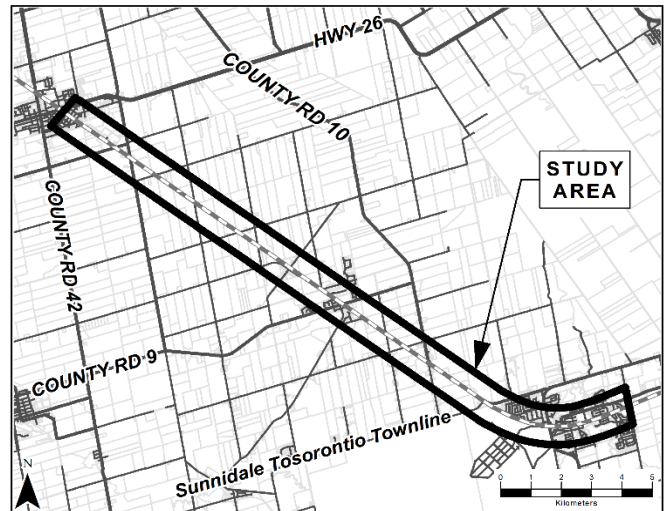
Appendix A

Notice of PIC #1

**Notice of Study Commencement and Public Information Centre
Municipal Class Environmental Assessment
Barrie Collingwood Railway Active Transportation Trail**

The Study

The County of Simcoe has identified an opportunity to provide inter-community active transportation with the development of the Barrie Collingwood Railway (BCRY) Active Transportation Trail, between Stayer (Township of Clearview) and Angus (Township of Essa) for a distance of 23 km. The County is undertaking a Municipal Class Environmental Assessment (MCEA) to consider options for the development of the BCRY Trail. The site location and approximate extent of the Study Area are shown on the map.



The Process

The Study will follow Schedule B of the *Municipal Class Environmental Assessment* (Municipal Engineers Association, October 2000, as amended in 2007, 2011, & 2015), which is an approved process under the *Ontario Environmental Assessment Act*. The MCEA process includes: consultation with agencies, stakeholders, Indigenous communities and public; alternative design concepts for the preferred solution; an assessment of potential environmental impacts; and, identification of reasonable measures to mitigate any potential adverse impacts. At the conclusion of the Study, a Project File Report (PFR) will be prepared for public review.

Input Invited or Comments Invited

Consultation is important to this Study. The County of Simcoe would like to ensure that anyone interested has the opportunity to provide input into the planning and design of the project. At this time, County of Simcoe is inviting public input on the alternatives being considered. Information about this Study can be found at <https://www.simcoe.ca/BCRYTrail>. For this first stage of the process, you are encouraged to provide comments by February 18, 2022.

A **virtual Public Information Centre (PIC)** will be available on the County's website to describe the Study, the proposed design alternatives, identify next steps in the process and gather public comments concerns and interests that should be considered in the project planning. PIC materials pertaining to the Study are available online at <https://www.simcoe.ca/BCRYTrail> starting January 24, 2022. Your comments on the project and information materials are encouraged by February 18, 2022.

To provide comment, request additional information concerning this Study or to be added to the Project Contact List to receive future notices, please contact either of the following Project Team members:

Jae Park, P. Eng.
Project Manager
County of Simcoe
1110 Highway 26
Midhurst, ON L9X 1N6
T 705-726-9300 Ext. 1166
E jae.park@simcoe.ca

Drew Davidge, P. Eng.
Project Manager
R. J. Burnside & Associates Limited
128 Wellington St W, Suite 301
Barrie, ON L4N 8J6
T 705-797-4358
E drew.davidge@rjburnside.com

Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

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.

This Notice was first issued on January 20, 2022.



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix B

PIC Materials

Appendix B

Barrie Collingwood Railway Active Transportation Trail Schedule 'B' Municipal Class Environmental Assessment

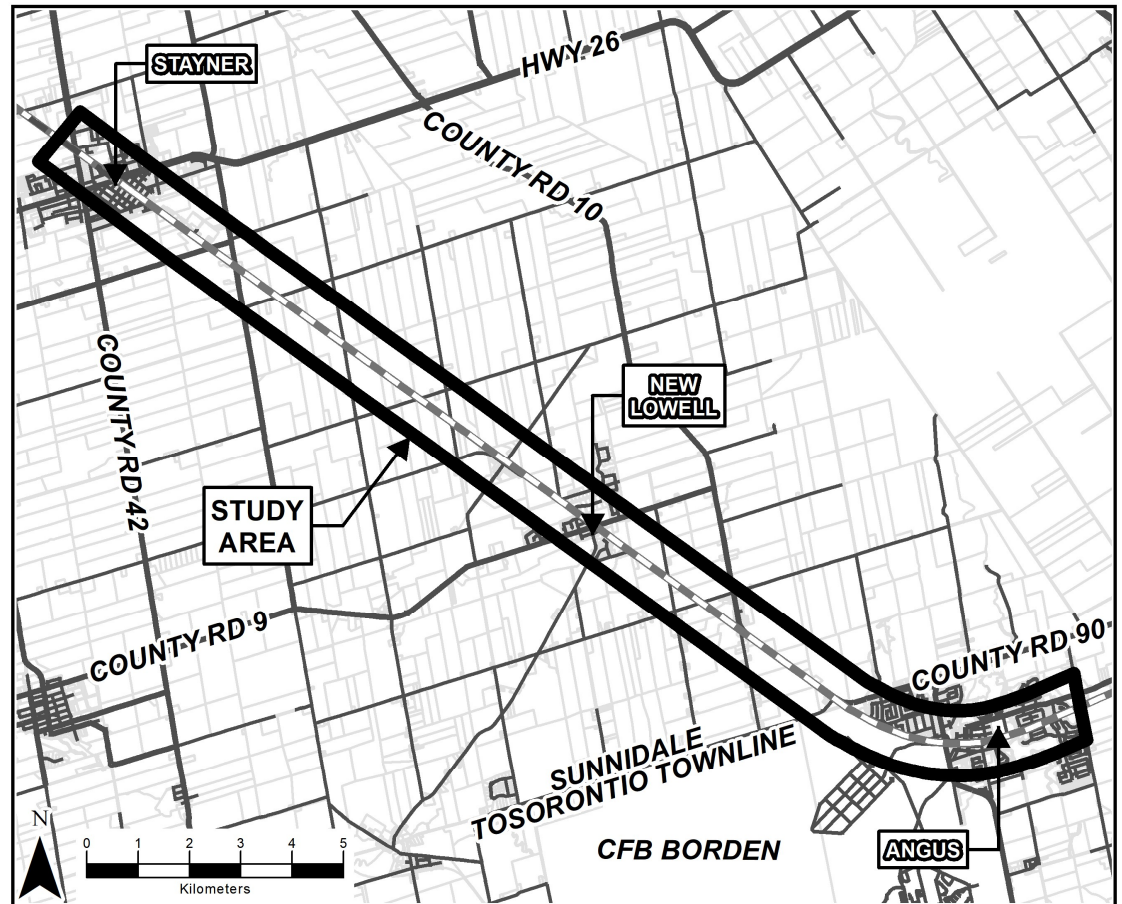
Welcome

- We invite you to participate in the Barrie Collingwood Railway Active Transportation Trail Project.
- Please review the information in this presentation.
- Please fill out the online questionnaire and provide any comments:
<https://www.simcoe.ca/BCRYTrail>



The County of Simcoe is undertaking a Schedule 'B' Municipal Class Environmental Assessment (EA) to study the development of the Barrie Collingwood Railway (BCRY) Active Transportation Trail. The County has the opportunity to convert a 23 km stretch of the former BCRY into an active transportation trail.

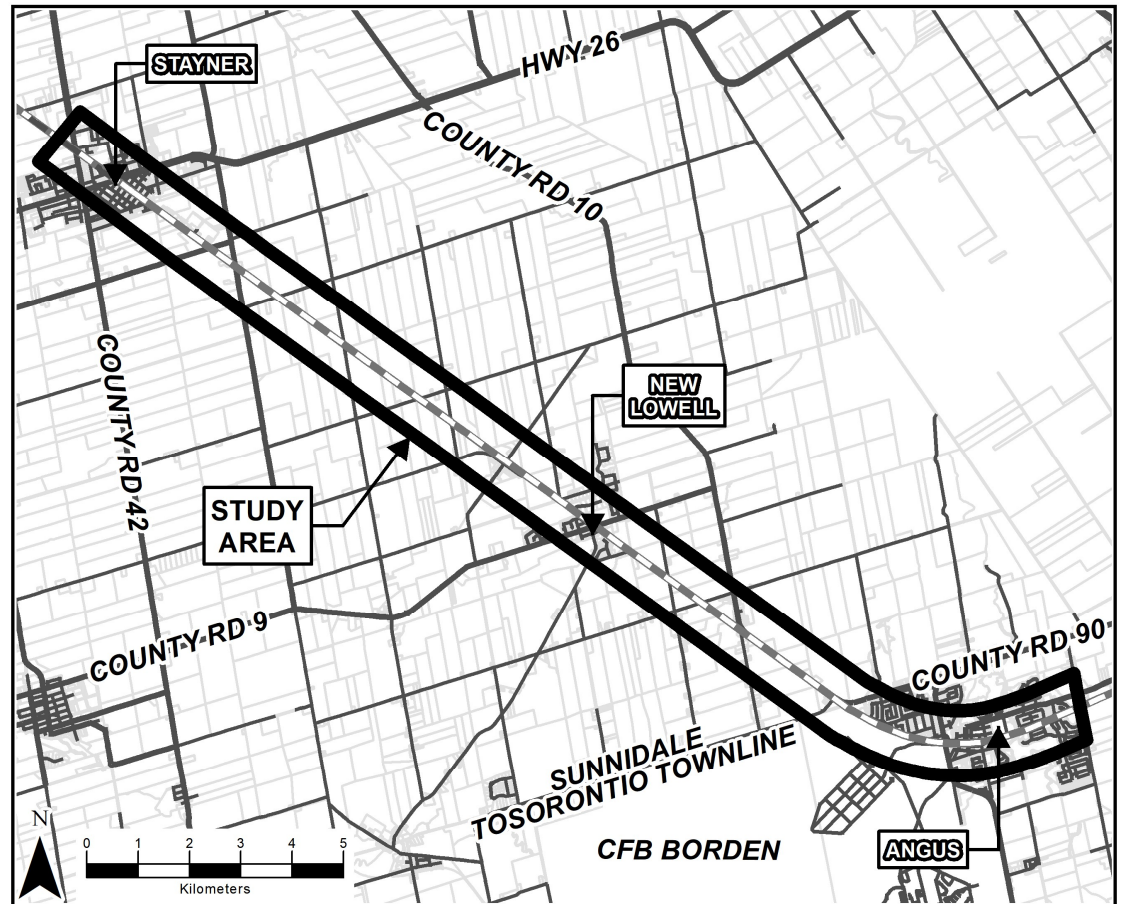
This section of the proposed trail runs from Stayner (Township of Clearview) to Angus (Township of Essa).



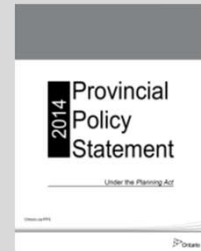
The Study Area is approximately 23 km in length. The majority of the former railway in the Study Area is owned by the County of Simcoe.

The Study Area includes the communities of:

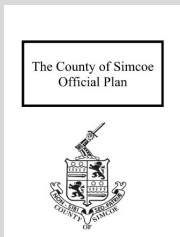
- Angus
- New Lowell
- Stayner



Trails promote walking and cycling for recreation and the enjoyment of nature. Walking and cycling can contribute to healthy lifestyles and have been shown to reduce stress and improve social connections. Provincial, County and Township policies say....

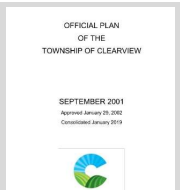


“Healthy, active communities shall be promoted by...planning...active transportation and community connectivity...providing...trails and linkages” S. 1.5.1

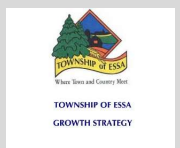


It is the County’s policy to, “plan for active transportation as a mode of transportation that supports healthy living, economic development, and tourism opportunities.” S. 4.8.4

“Abandoned rail right-of-ways....should be examined for opportunities that would facilitate active transportation.” S. 4.8.51



“The Township of Clearview supports the establishment of an interconnected system of non-motorized (walking/jogging/bicycling/cross-country skiing) and motorized (snowmobile) trails linking the Township’s urban settlements...” S. 6.8



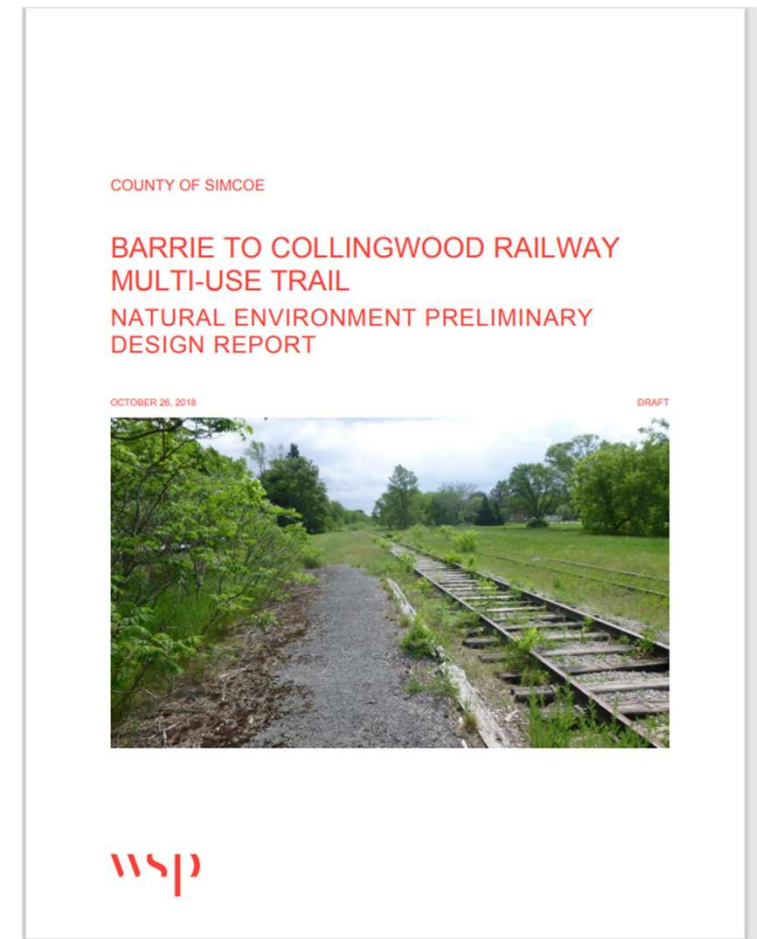
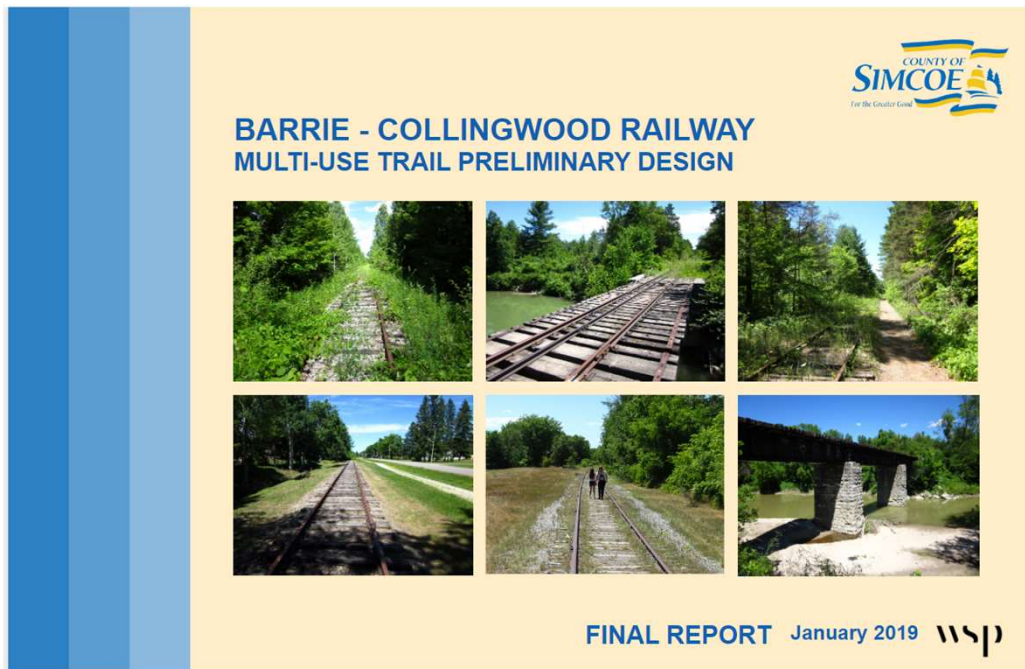
The Township of Essa Growth Strategy supports “active transportation facilities including trails, cycling facilities and the separation of pedestrian and vehicular routes.” pg. 18



The County of Simcoe has previously completed the following works, which are available on the project website:

- Multi-Use Trail Preliminary Design
- Natural Environment Preliminary Design Report

These two reports have helped outline and evaluate five alternative options for the EA.



The Multi-Use Trail Preliminary Design report recommended the project proceed as a Schedule 'B' EA with the completion of additional technical studies.

The Multi-Use Trail Preliminary Design report evaluated several alternatives and determined a Preliminary Preferred Solution.

During the EA, technical studies (including ecological, archaeological, geotechnical, and hydrotechnical) will be completed. Public input will be obtained through two Public Information Centres (PICs).

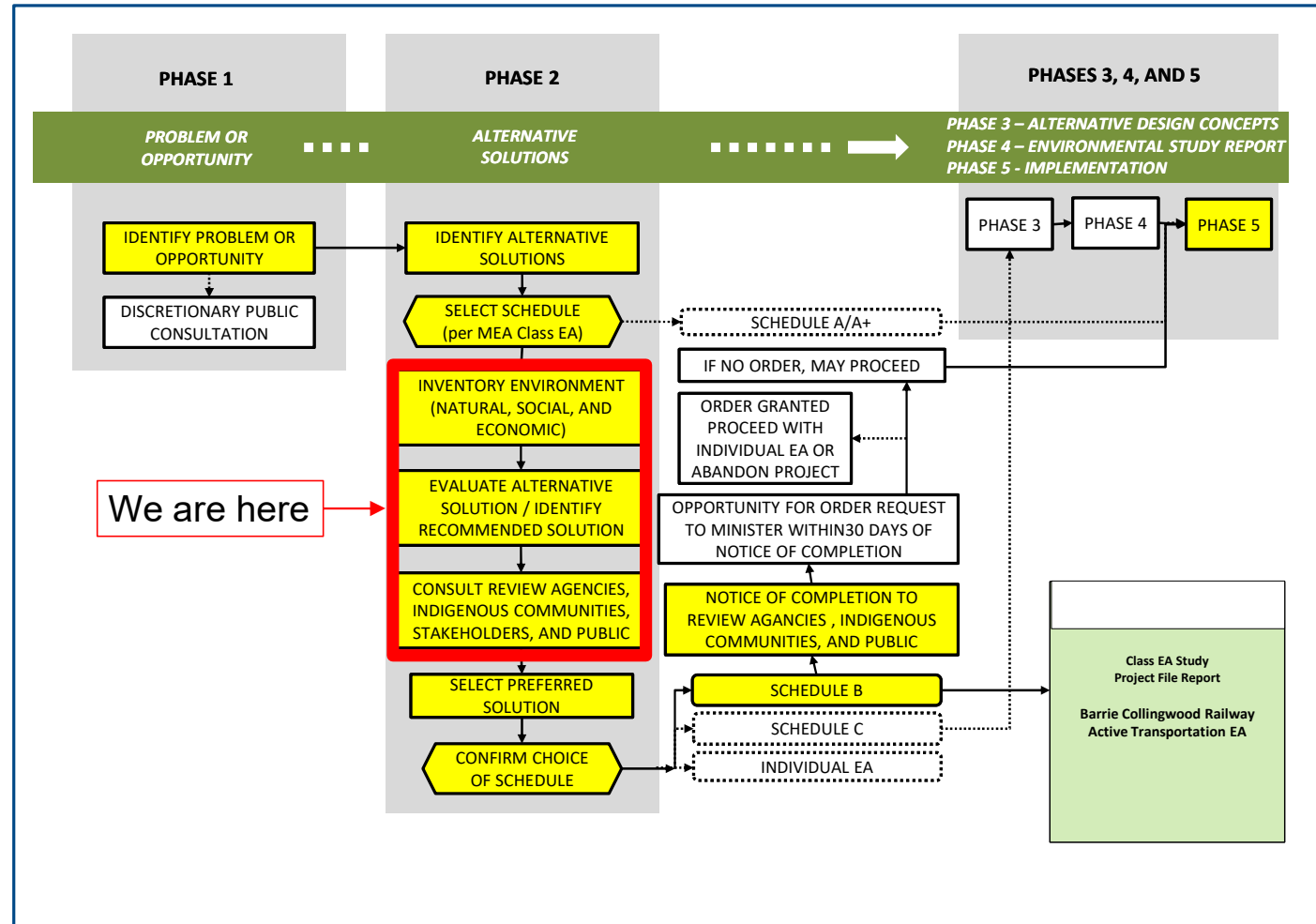
The technical studies and public input will be used to confirm the Preferred Solution and a Project File Report will be prepared for public review.



This process will:

- study possible solutions to the problem statement,
- predict potential impacts, and
- confirm a preferred solution.

We are currently consulting with agencies and the public to receive feedback on the project.



The first step in an EA is to identify the problem to be solved by the study.

The Problem or Opportunity Statement for this project is:

The purpose of this study is to identify an appropriate means to convert 23 km of the former Barrie Collingwood Railway between Stayner and Angus to an Active Transportation Corridor.



Above: Nottawasaga Structure

Below: Railroad tracks adjacent to residents – New Lowell



The Multi-Use Trail Preliminary Design report reviewed the five alternatives below for the BCRY Active Transportation Trail.

Alternative	Description
Do Nothing	Mandatory under the EA process. The study area will remain unchanged.
Alternative #1: On Existing Rail Bed (Salvage Rails and Dispose of Ties)	Existing railway steel would be removed and salvaged while the rail ties would be removed and disposed of at an Environmental facility. A new 3.0 m wide trail would be located on the same alignment as the former railway.
Alternative #2: On Existing Rail Bed (Salvage Rails and Bury Ties)	Existing railway steel would be removed and salvaged while the existing rail ties would be buried with granular material. The new 3.0 m wide trail would be located on top of the buried rail ties.
Alternative #3: Bench Trail on Side of Existing Rail Bed	Existing rails and ties would remain untouched, and the new 3.0 m wide trail would be cut into / benched into the edge of the existing rail bed. This alternative may require the use of retaining walls and will require extra grading along the length of the corridor.
Alternative #4: Bench Trail on Side of Existing Rail Bed (Salvage Rails)	Existing railway steel would be removed and salvaged while the rail ties would remain untouched. The new 3.0 m wide trail would be cut into / benched into the edge of the existing rail bed. This alternative may require the use of retaining walls and will require extra grading along the length of the corridor.
Alternative #5: Off Existing Rail Bed Beside Property Line	Existing rails and ties would remain untouched, and the new 3.0 m wide trail would be located close to/adjacent to the limit of the right-of-way. This alternative may require the use of boardwalks through wet areas and potentially require the removal of many existing trees.



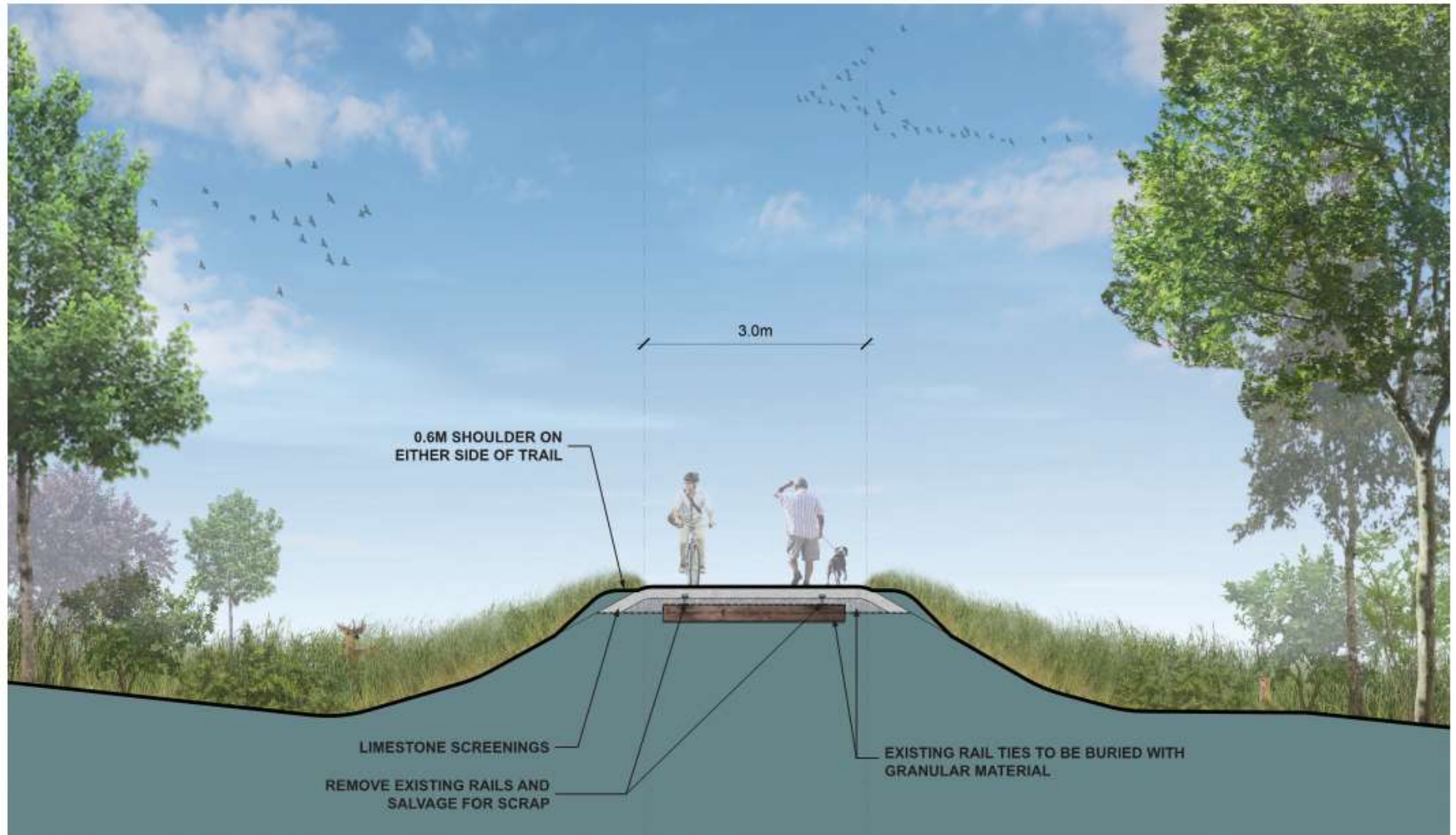
Table 1: Evaluation of Alternatives		Alternative 1: On Existing Rail Bed (Salvage Rails and Dispose of Ties)	Alternative 2: On Existing Rail Bed (Salvage Rails and Bury Ties)	Alternative 3: Bench Trail on Side of Existing Rail Bed	Alternative 4: Bench Trail on Side of Existing Rail Bed (Salvage Rails)	Alternative 5: Off Existing Rail Bed Beside Property Line
Individual Criterion	Description of Considerations	Score [1]	Score [1]	Score [1]	Score [1]	Score [1]
Constructability	<ul style="list-style-type: none"> The ease of construction. Existing infrastructure and vegetation that is required to be removed or relocated. Including but not limited to significant changes in grade, existing structures that result in constrained widths or 'pinch points'. The ability to accommodate the trail. 	4	5	2	3	1
Comfort and Accessibility	<ul style="list-style-type: none"> Challenges and constraints to be addressed in making the route accessible and meeting City and Provincial AODA requirements for recreational trails. This factor considers features such as road and railway crossings, significant changes in grade. Consideration for personal security and Crime Prevention Through Environmental Design (CPTED) Principles. 	5	5	3	3	3
Private Property Impacts	<ul style="list-style-type: none"> Impacts to adjacent property owners – including consideration for any necessary land acquisitions, easements or leases. 	5	5	3	3	1
Natural Environment [2]	<ul style="list-style-type: none"> Potential impacts on woodlots / vegetation, trees in parks or open space, and boulevard / street trees (i.e. for route options within road right-of-way). Potential impacts to riparian and aquatic habitat for any trail sections that follow or cross watercourses. 	8	10	6	4	2
Capital Cost [2]	<ul style="list-style-type: none"> The cost of construction of the ultimate design and any interim solutions, including consideration of 'throw-away costs' associated with interim solutions. 	8	10	4	6	2
Maintenance Cost	<ul style="list-style-type: none"> Maintenance cost during the entire year, including snow clearing in winter. 	5	4	3	3	2
Overall Score		35	<u>39</u>	21	22	11

Note:

[1] Each alternative has been ranked on a scale from 1-5. 1 being least desirable and 5 being most desirable.

[2] The Natural Environment and Capital Cost criteria have been noted as key determining factors in selecting the most desirable alternative. As such they have both been weighted (x2).





**BARRIE COLLINGWOOD RAILWAY ACTIVE TRANSPORTATION TRAIL
CROSS SECTION: ALTERNATIVE 2 - PRELIMINARY PREFERRED SOLUTION**



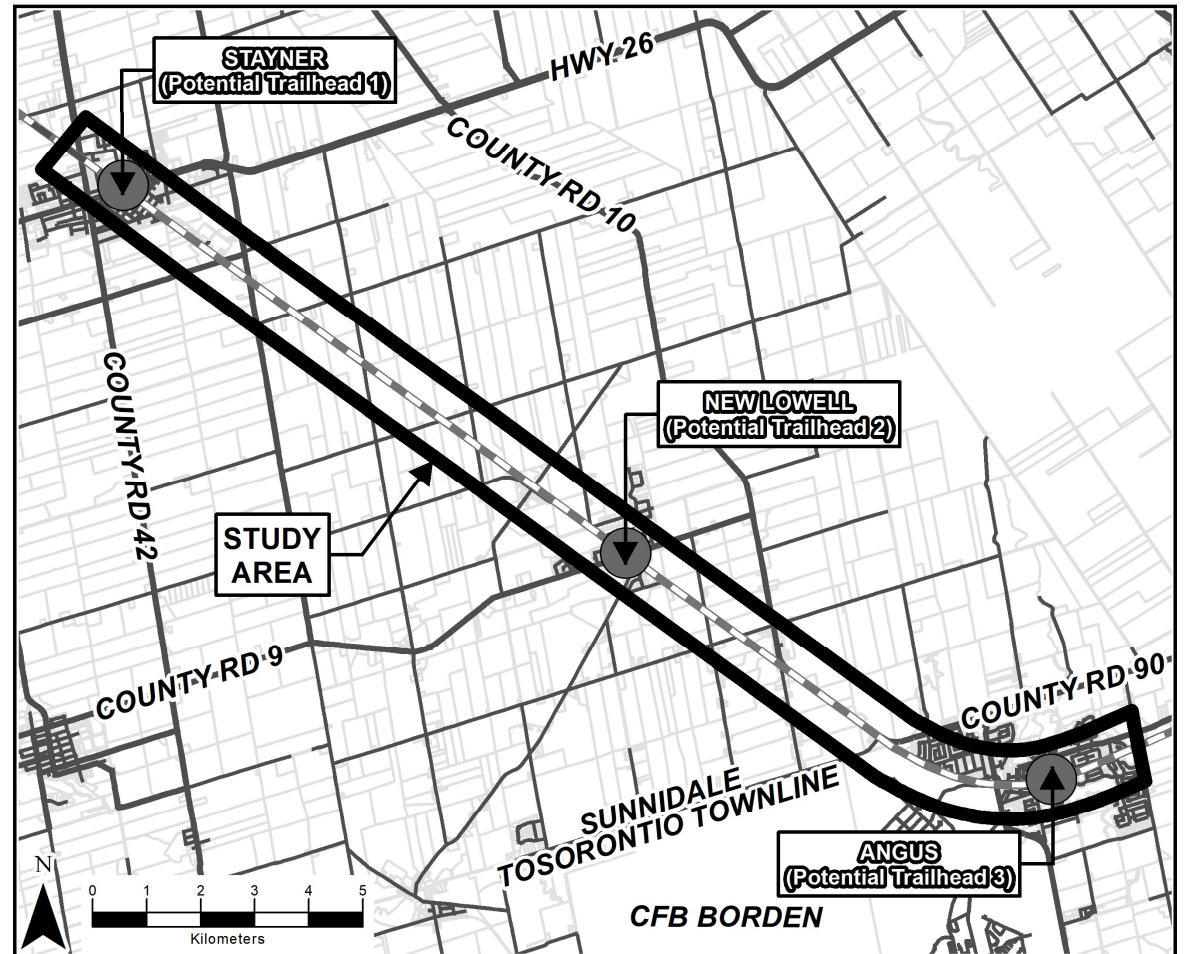
There are three proposed trailhead (Staging Area) locations:

1. Stayner
2. New Lowell
3. Angus

The trail can be accessed at any road intersection, however these three trailheads will have amenities.

Amenities may include washrooms, waste receptacles, bike racks, bike servicing stations, car parking, and electric vehicle charging stations.

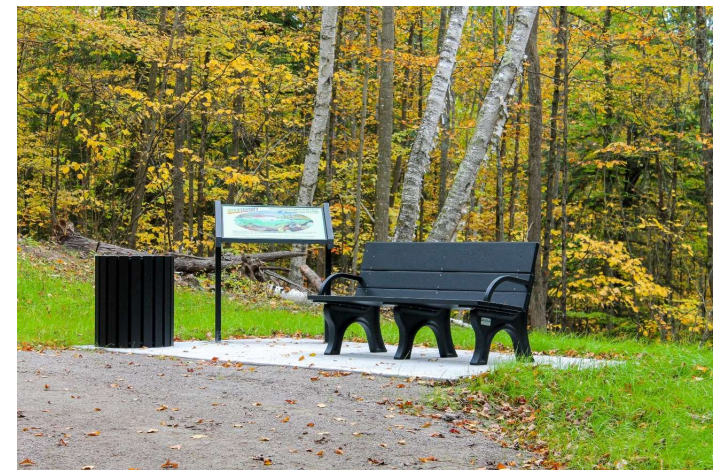
Public input from the online questionnaire will help determine which of the above and other amenities will be included.



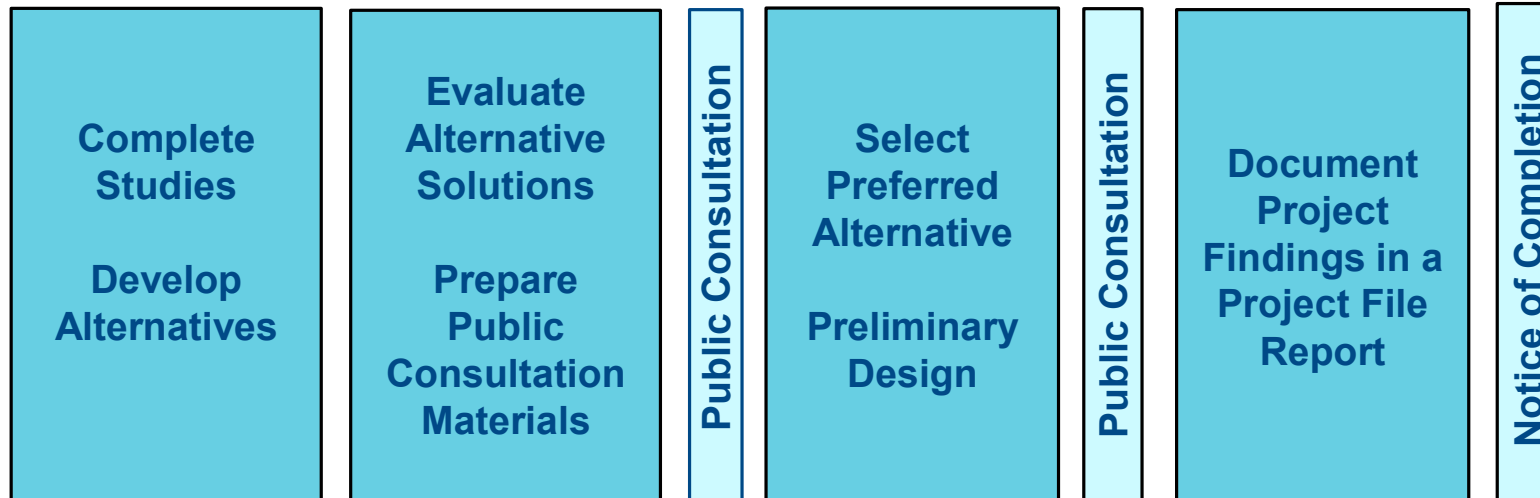
Your input is important.

Public input provided helps shape the decisions made with respect to:

- Permitted Activities
- Level of Trail Maintenance (Winter / Summer)
- Identifying Points of Interest Along the Trail (Existing / Future)
- Trailhead Amenities
- Other Trail Amenities



Municipal Class EA, Barrie-Collingwood Railway Active Transportation Trail



Fall 2021

Winter 2022

We
are
here

Late Winter 2022

Spring 2022

Next Steps....

- Review comments generated from the online questionnaire, other public agencies, and Indigenous community comments (**please submit comments by February 18th, 2022**);
- Comments received by February 18th will be incorporated into the PIC #1 Summary Report, which will include a summary of the written comments, along with project-related responses;
- Confirm Preferred Solution; and
- Issue Notice of Study Completion and provide Project File Report for final public review and comment for a period of 30 days.



Thank you for participating in PIC #1.

Help shape decisions made in this Study.

Please complete the online questionnaire found at <https://www.simcoe.ca/BCRYTrail> or contact one of the project team members below:

Jae Park, P. Eng.
Project Manager
County of Simcoe
1110 Highway 26
Midhurst, ON L9X 1N6
705-726-9300 x 1166
Jae.Park@simcoe.ca

Drew Davidge, P.Eng.
Project Manager
R.J. Burnside & Associates Limited
128 Wellington St. W, Suite 301
Barrie, ON L4N 8J6
705-797-4358
Drew.Davidge@rjburnside.com

Information will be collected and maintained to meet the requirements of the Environmental Assessment Act and for the purpose of creating a record that will be available to the general public as described in Section 37 of the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record that is available to the general public. For more information, please contact the Ministry's Freedom of Information and Privacy Coordinator at 416-327-1434.





BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Survey



**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
BARRIE COLLINGWOOD RAILWAY ACTIVE TRANSPORTATION TRAIL
Opportunity to Participate
Public Survey**

Thank you for participating in the development of a trail along the former Barrie Collingwood Railway (BCRY). The County of Simcoe is undertaking this study to consider several options for the trail that will connect the communities of Angus, New Lowell, and Stayner and support active transportation in the community.

Public input is an important component of the decision-making process. Please assist the Study Team by providing your input through this survey.

1. Please identify your age group:

- 25 and under
- 26 to 35
- 36 to 45
- 46 to 55
- 56 to 65
- 66 and older
- Prefer not to answer

2. Please describe where you live (check all that apply):

- In Angus, Stayner or New Lowell
- Beside, or within walking distance of, the proposed trail
- Outside of the study area, but within the County of Simcoe
- Outside of the County of Simcoe

3. How supportive are you of the County developing a trail connection between the communities of Angus and Stayner?

- Very supportive
- Somewhat supportive
- Neutral
- Not Supportive

4. How often, on average, do you currently use existing trails in your community during peak season (May - October)?

- A few times a year
- Once a month
- Once a week
- A few times a week
- Daily
- Never



5. How often, on average, do you currently use existing trails in your community during the off-peak season (November – April)?
- A few times a year
 - Once a month
 - Once a week
 - A few times a week
 - Daily
 - Never
6. What are the reasons you currently use existing trails in your community? Please check all that apply.
- Walk/Hike
 - Enjoy Nature/View Wildlife
 - Spend time with family and friends
 - Commute to school or work
 - Access services or retail
 - Walk my dog(s)
 - Bike
 - Run/Jog
 - I don't use trails
 - Other, please describe: _____
7. How often, on average, do you expect to use the proposed BCRY Active Transportation Trail during peak season (May - October)?
- A few times a year
 - Once a month
 - Once a week
 - A few times a week
 - Daily
 - Never
8. How often, on average, do you expect to use the proposed BCRY Active Transportation Trail during the off-peak season (November to April)?
- A few times a year
 - Once a month
 - Once a week
 - A few times a week
 - Daily
 - Never

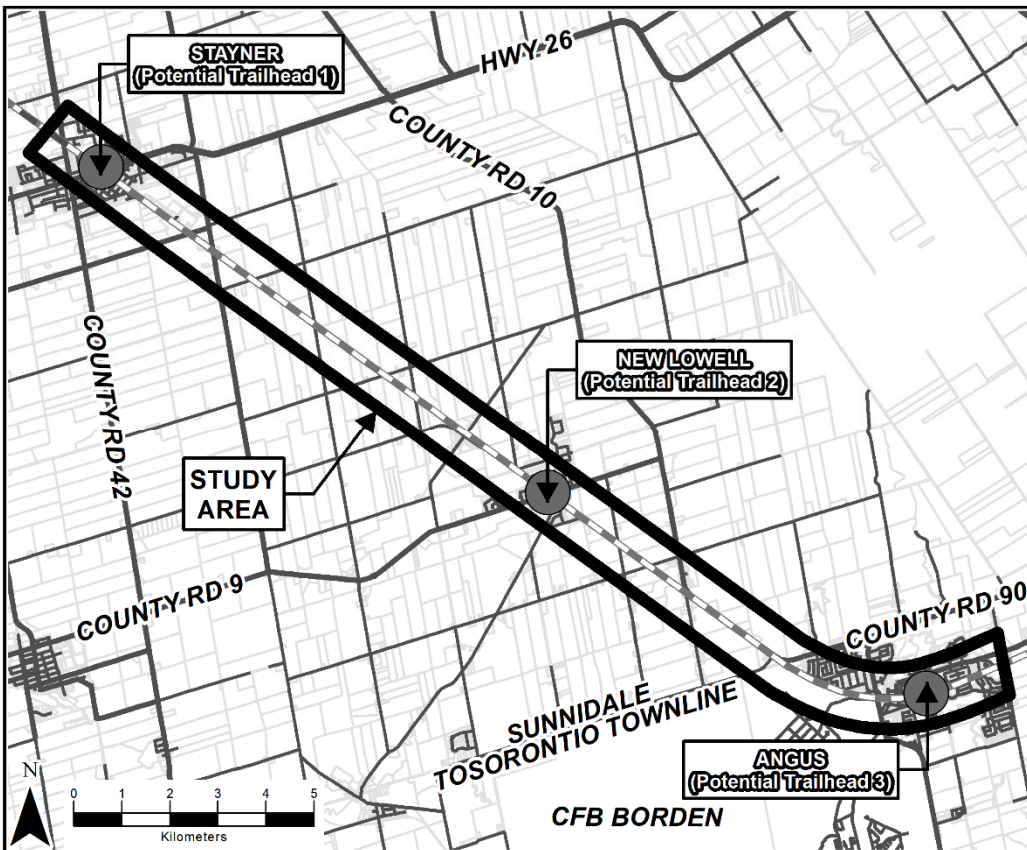


9. What are the reasons you expect to use the BCRY Active Transportation Trail? Please check all that apply.

- Walk/Hike
- Enjoy Nature/View Wildlife
- Spend time with family and friends
- Commute to school or work
- Access services or retail
- Walk my dog(s)
- Run/Jog
- Bike
- I don't think I will use it
- Other, please describe _____

10. Which of the trailheads (Staging Areas) below are you most likely to use (see map below)?

- Trailhead 1 – Stayner
- Trailhead 2 – New Lowell
- Trailhead 3 – Angus
- I will use Multiple Trailheads





11. Please indicate if there are any points of interest important to you along the trail corridor. Identify the trail section (A, B, C, etc.) using the map on the next page and describe the point of interest in the box below.

Section: _____





12. Please indicate the importance of the following amenities at the trailheads (with 1 being not important and 5 being very important)

	Not Important 1	2	Somewhat Important 3	4	Very Important 5
Washrooms					
Car parking					
Bike racks					
Bike servicing station					
Electric vehicle charging station					
Waste receptacles					
Benches					

13. Are there any other amenities you would like to see at trailheads? Please describe:

14. Please add any additional suggestions about the trail in the text box below.



If you would like to be added to our mailing list to be notified of information and events related to the BCRY Active Transportation Trail Environmental Assessment, please provide the following information:

Name:
Mailing Address (optional):
Email Address:

Thank you for taking the time to complete this survey!

The County of Simcoe and R.J. Burnside & Associates Limited thank you for your involvement in Barrie-Collingwood Railway Active Transportation Trail Environmental Assessment. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With exception to personal information, all comments will become part of the public record. Project information and survey will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the Accessibility for Ontarians with Disabilities Act, 2005.